(2)

NAVAL POSTGRADUATE SCHOOL
Monterey, California

THESIS

THE LATERAL RESPONSE
OF AN AIRSHIP TO TURBULENCE

by

John J. Wrobleski, Jr.

December 1981

Thesis Advisor: Donald M. Layton

Approved for public release; distribution unlimited

UNCLASSIFIED

SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

REPORT DOCUMENTATION PAGE

READ INSTRUCTIONS BEFORE COMPLETING FORM

1. REPORT NUMBER / 2. GOVT ACCESSION NO. AD-A115 197	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) The Lateral Response of an Airship to Turbulence	5. TYPE OF REPORT & PERIOD COVERED Master's Thesis; December 1981
	6. PERFORMING ORG. REPORT NUMBER
7. AUTHOR(s) John J. Wrobleski, Jr.	8. CONTRACT OR GRANT NUMBER(s)
9. PERFORMING ORGANIZATION NAME AND ADDRESS Naval Postgraduate School Monterey, California 93940	10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
11. CONTROLLING OFFICE NAME AND ADDRESS Naval Postgraduate School Monterey, California 93940	12. REPORT DATE December 1981
	13. NUMBER OF PAGES 150
14. MONITORING AGENCY NAME & ADDRESS(if different from Controlling Office)	15. SECURITY CLASS. (of this report) Unclassified
	15a. DECLASSIFICATION/DOWNGRADING SCHEDULE

16. DISTRIBUTION STATEMENT (of this Report)

Approved for public release; distribution unlimited

17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)

18. SUPPLEMENTARY NOTES

19. KEY WORDS (Continue on reverse side if necessary and identify by block number)

Airships

Lateral Response

Turbulence

20. ABSTRACT (Continue on reverse side if necessary and identify by block number)

A method is derived for finding the linear response and loading transfer functions for the lateral aerodynamic case of airship flight through atmospheric turbulence. The functions obtained are in a form that can be applied to the various spectral analysis methods used to predict survivability currently employed by designers. A numerical example using the USS AKRON (ZR-4) is presented. The results show that peak motion response

DD FORM 1473, 1 JAN 73 EDITION OF 1 NOV 65 IS OBSOLETE

S/N 0102-014-6601

UNCLASSIFIED

SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

and loading occur when the encountered spectral component has a wavelength equal to the airship length, and that simple feedback of heading angle does not significantly decrease this peak.

Approved for public release; distribution unlimited

The Lateral Response of an Airship to Turbulence

by

John J. Wrobleski, Jr.
Lieutenant, United States Navy
B.A.E.M., University of Minnesota, 1975

Submitted in partial fulfillment of the
requirements for the degrees of

MASTER OF SCIENCE IN AERONAUTICAL ENGINEERING

and

AERONAUTICAL ENGINEER

from the

NAVAL POSTGRADUATE SCHOOL
December 1981

Author: John J. Wrobleski Jr

Approved by: Donald M. Layton
Thesis Advisor

Second Reader

Max F. Platzer
Chairman, Department of Aeronautics

William M. Tolles
Dean of Science and Engineering

ABSTRACT

A method is derived for finding the linear response and loading transfer functions for the lateral aerodynamic case of airship flight through atmospheric turbulence. The functions obtained are in a form that can be applied to the various spectral analysis methods used to predict survivability currently employed by designers. A numerical example using the USS AKRON (ZR-4) is presented. The results show that peak motion response and loading occur when the encountered spectral component has a wavelength equal to the airship length, and that simple feedback of heading angle does not significantly decrease this peak.

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

NOMENCLATURE

A	hull cross-sectional area
B	total buoyancy force of the airship, $\rho \cdot g \cdot$volume
BM	hull bending moment about the vertical axis distributed along the hull longitudinal axis
$\bar{\bar{c}}$	longitudinal characteristic length of the airship
$\bar{c}_s$	mean chord of fin
$\tilde{C}$, $\tilde{D}$	matrix of coefficients from equation 51
C_y	nondimensional aerodynamic force in the y-direction, $C_y = 2Y/\rho U_o^2 S$
$C_{l,n}$	nondimensional aerodynamic rolling and yawing moments respectively, $(C_l, C_n) = 2(L,N)/\rho U_o^2 S\bar{\bar{c}}$
C_L	nondimensional aerodynamic lift
$(C_L{}^*)_s$	C_L for the fins alone, no hull interference
C_s	nondimensional shear force $C_s = 2S(l)/\rho U_o^2 S$
C_{BM}, C_{TM}	nondimensional bending and twisting moment respectively, $(C_{BM}, C_{TM}) = 2(BM,TM)/\rho U_o^2 S\bar{\bar{c}}$
D( )	nondimensional time derivative, $(c/2U_o)d(\ )/dt$
g	gravitational acceleration
G_{Y_γ}, G_{l_γ}, G_{n_γ}	turbulence forcing functions (equation 59)
h	body-fixed coordinate measured normal to the hull centerline (positive up)

h_{cm}	h location of the vehicle's mass center
$(h_{cm})_s$	h location of the empennage-assembly's mass center
H(k)	Sears' function corrected for finite aspect ratios by Filotas [Ref. 16]
I_{xx}, I_{zz}	moments of inertia about the x- and z-axes
I_{xz}	product of inertia w.r.t. x- and z-axes
i_{xx}, i_{zz}, i_{xz}	nondimensional moments and product of inertia $i_{xx} = 8I_{xx}/\rho S\bar{c}^3$
i	imaginary operator, $i = \sqrt{-1}$
K	hull potential cross-flow factor from Jones and DeLaurier [Ref. 6]
k_1, k_2	axial and traverse apparent-mass coefficients
k_c	control gain of fin normal force to vehicle azimuth angle
l	axially-aligned body-fixed coordinate originating at the nose
l_b	axial location of the buoyancy center
l_h	axial location of the hull-fin intersection point
l_s	axial location of the fin's aerodynamic center
l_{cm}	axial mass-center location of the entire vehicle
$\tilde{L}$	turbulent scale length
L	rolling moment
m	mass of the entire vehicle, including internal air and gas
m_s	mass of the empennage assembly
N	yawing moment

p	vehicle angular velocity about the x-axis
$\hat{p}$	nondimensional value of p, $\hat{p} = (\bar{c}/2U_o)p$
$\hat{P}$	nondimensional maximum value of $\hat{p}$
r	vehicle angular velocity about the z-axis
$\hat{r}$	nondimensional value of r, $\hat{r} = (\bar{c}/2U_o)r$
$\hat{R}$	nondimensional maximum value of $\hat{r}$
$R(\tau)$	auto-correlation function
S	reference area of airship, $(\text{volume})^{2/3}$
$S(l)$	hull shear force, normal to the centerline
S_s	stabilizer reference area (planform area)
t	time
TM	twisting moment, about the hull axis
U_o	reference flight speed
v	perturbation velocity of the vehicle's mass center in the y-direction
$\hat{v}$	nondimensional value of v, $\hat{v} = v/U_o$
$\hat{V}$	nondimensional maximum magnitude of $\hat{v}$
v_g	horizontal velocity of the atmospheric turbulence
x, y, z	body-fixed wind-aligned stability axes (x positive forward, y positive right, z positive down)
x', y', z'	axes fixed in inertial space
Y	force in the y-direction

GREEK SYMBOLS

α_o	reference aerodynamic relative angle of attack
β	aerodynamic sideslip angle

γ	horizontal nondimensional velocity of the spectral component
Γ	maximum value of γ
η_s	stabilizer efficiency factor, from Jones and DeLaurier [Ref. 6]
μ	nondimensional mass, $\mu = 2m/\rho S\bar{c}$
ξ	axial coordinate, measured from the nose
ρ	atmospheric density
σ	turbulence intensity
$\hat{\sigma}$	nondimensional stability root
ϕ	roll angle
Φ	maximum value of ϕ
$\Phi_{jj}(\Omega)$	power-spectral function for turbulence component v_g
ψ	azimuth angle
Ψ	maximum value of ψ
ω	spectral component frequency
Ω	wave number

SUBSCRIPTS

$(\ )_{aero}$	aerodynamic force or moment terms
$(\ )_B$	buoyancy terms
$(\ )_c$	control terms
$(\ )_{cm}$	mass center terms
$(\ )_{emp}$	term for entire empennage assembly
$(\ )_g$	atmospheric-turbulence term

$(\ )_h$	hull term
$(\ )_m$	inertial term
$(\ )_o$	reference equilibrium value
$(\ )_p$	derivative w.r.t. $\hat{p}$
$(\ )_{\dot{p}}$	derivative w.r.t. $D\hat{p}$
$(\ )_r$	derivative w.r.t. $\hat{r}$
$(\ )_{\dot{r}}$	derivative w.r.t. $D\hat{r}$
$(\ )_s$	fin term
$(\ )_T$	thruster-rotor term
$(\ )_v$	derivative w.r.t. $\hat{v}$
$(\ )_{\dot{v}}$	derivative w.r.t. $D\hat{v}$
$(\ )_\beta$	derivative w.r.t. β
$(\ )_{\dot{\beta}}$	derivative w.r.t. $D\beta$

SUPERSCRIPTS

$(\hat{\ })$	nondimensional term
$(\dot{\ })$	derivative w.r.t. time

ACKNOWLEDGMENT

This thesis was supported with funds from the United States Coast Guard Airship Office.

Tha author would like to thank Mr. Peter Talbot of NASA for his help in obtaining references and information on the current state-of-the art in the airship field and Dr. James DeLaurier of the University of Toronto for his help in finding sources and suggesting methods of analysis. His review of the equations in Chapter III did much to ensure the accuracy of that derivation. Finally, the author is greatly indebted to his advisor, Professor Donald M. Layton, for his guidance and support. His time spent as a pilot in the Navy's airship community, together with his historical insight, were invaluable in ensuring the work undertaken was meaningful and in accordance with experience.

I. INTRODUCTION

When a close look is taken of the history of airship flight, it becomes evident that turbulence is a prime cause for concern in the design of lighter-than-air (LTA) craft. The spectacular crashes of the airships Shennandoah, Akron, and Macon are perhaps the most obvious reminders of the powerful effect the wind can have on these fragile vehicles. It is imperative that proper consideration be given to the gust response of an airship, both dynamically and structurally.

At the time the great rigids were built, designers had only a cursory knowledge of turbulence and how to deal with it. Burgess [Ref. 1], for example, dedicates only one page to the subject, and that is mainly a warning that gusts encountered in flight can place larger loads on an airship than any maneuver of which it is capable. He suggests using the standard gust analysis technique of the day--a "fixed-in-space" flight through a ramp shaped gust. This was the method used to evaluate all aircraft at the time, and provided some measure of confidence that the structure would withstand the stresses of flight. Its principal weakness was that it took into account only the direct gust loads.

Since that time, the methods used to analyze response to turbulence have been greatly improved. Over time, the ramp shaped gust gave way to other gust shapes, finally settling

on the (1-cosine) gust as standard [Ref. 2]. By the mid-fifties enough data had been gathered on the nature of the turbulent wind to derive some basic statistical relations. This, in turn, allowed the development of the power spectral method for aircraft load analysis (see, for example, Press and Meadows [Ref. 3]). The spectral method has been applied to many types of aircraft over the last twenty years. At present, both methods are used in analysis of flight structures, the one giving the more conservative structure determining the final design.

While the development of turbulence modeling techniques progressed, applications to airship technology were slower in coming. Because the success of heavier-than-air (HTA) craft made the slower airship economically less attractive, LTA research lagged. In the period between World War II and the Arab Oil Embargo of 1973, the only significant contribution to the study of airships in turbulence was by Calligeros and McDavitt [Ref. 4]. This paper presented a method of analysis that allowed a stable airship to respond dynamically to both sinusoidal and (1-cosine) gusts. Thus, the inertial and aerodynamic reaction forces of gust encounter could be included in the model. Further, by using the sinusoidal representation for gust shape, it was possible to apply spectral methods to the analysis.

The recent interest in LTA brought about by rising fuel costs has increased the research in all aspects of airship

flight. The spectre of the great rigids disintegrating in turbulence makes it imperative that the designer have adequate means to predict an airship's response to gust penetration. Current research is aimed at supplying that means. DeLaurier and Hui [Ref. 5] refined the technique of Calligeros and McDavitt [Ref. 4], by introducing refinements to the aerodynamic cross-flow model [Ref. 6] and allowing for stability augmentation through pilot control input. The model allows statistical prediction of an airship's dynamic response and operational lifetime for various combinations of speed, altitude and control gain.

DeLaurier and Hui's work (as well as most others dealing with this subject) concentrated only on the longitudinal aerodynamic case. This thesis proposes to apply their model to the lateral case, enabling the response to side-force to be calculated. Bending and shear in the horizontal plane, as well as twisting moment, can then be taken into account when predicting airship life expectancies.

II. THE TURBULENT WIND

The motion of the atmosphere is very complex. Shearing stress between layers of different speeds and at the ground, thermals caused by solar heating, weather fronts, vortex shedding behind obstructions and aircraft, plus many other phenomena, all contribute to a velocity field that is most difficult to describe. Of the methods available, that chosen will depend on the purpose for which it is used. A goal in the design of any flight vehicle is safety, with performance adequate for the mission. This dictates using models giving reasonable estimates for the design parameters, and it may or may not be necessary to closely match the physical reality to do this. In any case, the designer must be familiar with the advantages and limitations of methods available in order to choose wisely. What follows is a brief review of some of the turbulence models currently in use and how they apply to airship analysis.

A. THE DISCRETE GUST

As mentioned in the introduction, the discrete gust model has been used to analyze aircraft for many years. It is especially good when response to the passage through a steady velocity gradient, such as a thermal, mountain updraft, or jet stream, is desired. The method has been improved

steadily until, as Etkin [Ref. 7] points out, it has attained a high degree of sophistication.

Figure 1 shows the shape for a (1-cosine) gust, where W_m and d_m are maximum gust velocity and distance along the flight path of this maximum. By varying these parameters, the gust severity can be controlled. The value for d_m is prescribed by the Federal Aviation Administration (FAA) as

$$2d_m = 25\bar{c}$$

The size of W_m is dependent on airspeed and altitude, and is shown in figure 2 for three values of equivalent airspeed. The $25\bar{c}$ wavelength was chosen because it historically couples with the short period pitch mode of a rigid aircraft to produce the largest load factors. Calligeros and McDavitt [Ref. 4] showed that, for airships, the maximum loads occur when the wavelength is equal to the airship length.

The British dictate (ARB CAR CH D3-3) that the gust parameters be chosen to produce the peak response with aircraft flexibility taken into account. In this way, the model is "tuned" to the aircraft, thus assuring a conservative design.

B. RANDOM TURBULENCE

Extensive measurements of the atmospheric velocity field have been made, and the techniques involved are well established and reliable [Ref. 2]. They show that the velocity vector is best characterized by a random function of space

and time that is, in general, non-homogeneous, non-stationary, and anisotropic. The exact function has not been developed due to its tremendous complexity. Until enough data is collected (if ever) to allow the precise formulation, certain simplifying assumptions must be made to enable flight vehicle analysis.

One assumption that applies everywhere except in the planetary boundary layer (below about 1000 ft), is that the turbulence is 'homogeneous', that is, the statistics of the field do not vary through space. In the boundary layer, scale length and intensity are homogeneous in the horizontal plane, but not vertically. Another assumption made is that the turbulence is 'stationary', or statistically time constant. Over the time periods of interest to flight this approximation is quite adequate. Also, the turbulence is assumed to be isotropic (again, except in the boundary layer), making the statistics invariant with orientation.

One last simplification used to model atmospheric turbulence is the 'frozen field' or Taylor's hypothesis [Ref. 8]. The change in the velocity field perceived by an aircraft as it passes with speed U_o through the air is given by the substantial derivative

$$\frac{D(\ )}{Dt} = \frac{\partial(\ )}{\partial t} + U_o \frac{\partial(\ )}{\partial x}$$

Taylor's hypothesis states that for all but the smallest values of U_o, the second term dominates and the first may be ignored. The result is that the correlations and spectra reduce to three-dimensional functions of space only. Physically, this means the velocity field is 'frozen' in time, and the changes are due only to displacement.

In an effort to specify an acceptable lower limit on U_o, for which the frozen field applies, Dobrolenskiy [Ref. 9] cites studies comparing records of turbulence spectra gathered by captive balloon and an aircraft flying nearby at the same time. Within the margin of error, the two are statistically quite similar, and he concludes the lower limit on U_o is comparable to the convection velocity (for all practical purposes, the mean wind speed). Etkin [Ref. 7] points out that the vehicle speed can be as low as one-third the wind speed for good results. Note that the only vehicles capable of less than this velocity are LTA and VTOL craft, and then only when they are convected downwind with the airmass. In hover, or upwind flight, the hypothesis holds. For that small portion of the flight envelope in which it does not, the forces generated on an airship's structure are small and, therefore, do not present a problem.

The techniques for dealing with isotropic, frozen turbulence are well known [Ref. 8]. For those not familiar with the mathematical background necessary to deal with the

subject in depth, Chapters 2, 3, and 13 of Etkin [Ref. 10] will provide a good primer.

1. Turbulence Organization

Anyone who has seen leaves swirl on an autumn day, or watched someone blow smoke rings, has an intuitive understanding that the motion of the atmosphere is not completely arbitrary. What happens at one location effects conditions at another. Fuidynamicists characterize this interdependence by using expressions relating the stress and strain in the fluid. The technique has been applied to turbulence [Ref. 11] with some success in predicting the actual velocity field of a boundary layer type flow.

For flight vehicle analysis, a more convenient method of specifying the velocity field is the spectral decomposition of the three-dimensional homogeneous vector field [Ref. 12]. Figure 3 shows an aircraft flying through a (two-dimensional) sinusoidal wave of shearing motion. The velocity change from the mean is given (for the lateral gust component) by

$$dv_g(x', y') = e^{i(\Omega_1 x' + \Omega_2 y')} \, dc_2 \qquad (1)$$

where Ω_1 and Ω_2 are the wave number components in the x' and y' directions respectively, and c_2 is the complex amplitude of the lateral component. If the vehicle penetrates the

field with velocity U_o, the coordinates become $x' = x + U_o t$, and $y' = y$ in the body fixed system. Equation (1) then becomes

$$dv_g(x,y) = e^{i\Omega_1 U_o t} e^{i(\Omega_1 x + \Omega_2 y)} d\sigma_2 \qquad (2)$$

The air velocity over the vehicle is then periodic with wavelengths $(2\pi/\Omega_{1,2})$ and frequencies $(\Omega_{1,2} U_o/2)$. The total field is made up of the superposition of these spectral components, much as a Fourier series represents a random scalar.

2. Probability Distribution and Spectra

With the expression for a single spectral component available, the next difficulty is determining the probability distribution of the individual frequencies. The power spectral density of a time varying function, X(t), is defined (in terms of wave number) as

$$\Phi(\Omega) = \lim_{\substack{\Delta\Omega \to 0 \\ T \to \infty}} \frac{1}{T\Delta\Omega} \int_0^T X(t,\Omega,\Delta\Omega)\,dt \qquad (3)$$

where $\Phi(\Omega)$ is expressed in $(\text{ft/sec})^2/(\text{radians/ft})$, and T is the duration over which X(t) is measured. The value is usually computed by taking the autocorrelation function $R(\tau)$ [Ref. 10: Chapter 2], and performing a Fourier transformation, thus

$$\Phi(\Omega) = \frac{1}{2\pi}\int_{-\infty}^{\infty} R(\tau)e^{i\Omega\tau}d\tau \qquad (4)$$

Figure 4 [Ref. 2] shows the spectra of three different meteorological conditions. While varying in detail, they all exhibit the same decreasing trend at higher frequency. The vertical dimension is a measure of the intensity of the turbulence at that particular frequency, and the square root of the area under the curve a measure of the overall rms gust velocity [Ref. 13]. As a point of practicality, only the area under the actual measured curve is included, because values of the spectrum at higher frequencies contribute little to the response of an aircraft.

From analyzing large numbers of samples, it is apparent the probability distribution is non-Gaussian [Ref. 14], with very high and very low values of intensity occurring more frequently than predicted by a normal distribution. However, the vast majority of values do fall on a Gaussian curve, so it is reasonable to use this assumption for most applications. This is very beneficial because, whereas Gaussian input to a linear system results in Gaussian output, response to non-Gaussian input is, in general, unknown. In the analysis of flight vehicles, linear system models are used extensively, making the assumption of normal distribution most desirable. In order to account for the large gusts omitted by this type model, the (1-cosine) method can

be employed. This is the practice recommended by many certifying agencies.

Two Gaussian models in current use are the Dryden spectrum

$$\Phi_{33}(\Omega) = \frac{\sigma^2\tilde{L}}{\pi} \frac{1 + 3\tilde{L}^2\Omega^2}{(1 + \tilde{L}^2\Omega^2)^2} \tag{5}$$

and the von Kàrmàn spectrum

$$\Phi_{33}(\Omega) = \frac{\sigma^2\tilde{L}}{\pi} \frac{1 + \frac{8}{3}(1.339\tilde{L}\Omega)^2}{[1 + (1.339\tilde{L}\Omega)^2]^{11/10}} \tag{6}$$

The first was developed to define turbulence spectra in wind tunnels. It is the simpler of the two, but not as accurate as the second. For that reason it is not used as much today as in the past, but is mentioned here due to its historical significance and the large number of references to it in the literature.

Today, the von Kàrmàn spectrum is used almost universally. In equation (6), σ is the rms turbulence intensity, and $\tilde{L}$ is the "scale length"--a measure of the average eddy size encountered. Testing has shown that the model is a reasonable fit to all levels of turbulence. Figure 5 is a plot of one set of experimental data along with the predicted turbulence spectra for severe storm conditions using various values for $\tilde{L}$. As can be seen, the agreement is quite good.

The values for σ and $\tilde{L}$ are variable and appear to be functions of altitude. In addition, two standard categories of intensity are defined--"storm" and "non-storm". Table I [Ref. 15] lists values for non-storm (b_1) and storm (b_2) intensities, as well as scale length, currently used by NASA for horizontal atmospheric flight. In this table, the values p_1 and p_2 are the probabilities of encountering non-storm and storm turbulence, respectively, at the altitude specified. Note that the values of $\tilde{L}$ given for flight below 1000 ft are representative values that are probably low, giving conservative (high) numbers of load exceedances per unit length of flight. These values are usable for structural analysis, but inappropriate for control system studies of flight simulation where the vertical inhomogeneity must be taken into account.

Equation (6) is the expression for the transverse spectrum needed to analyze the longitudinal response to vertical gusts. When dealing with lateral aerodynamics, such as the analysis done in Chapter III, it is necessary to use the longitudinal spectrum

$$\Phi_{11}(\Omega) = \frac{\sigma^2 \tilde{L}}{\pi} \frac{2}{[1 + (1.339\tilde{L}\Omega)^2]^{5/6}} \tag{7}$$

where σ and $\tilde{L}$ are the same as in the transverse case. The term "longitudinal" refers to the variation in gust velocity parallel to the direction of the mean wind, whereas

"transverse" refers to the perpendicular direction (both vertically and horizontally), thus

$$\Phi_{22} = \Phi_{33}$$

It should be obvious from this discussion that flight direction relative to the mean wind becomes important when dealing with lateral aerodynamics.

III. METHOD OF ANALYSIS

A. THE MODEL

The aerodynamic model used in this analysis is the same as used by DeLaurier and Hui [Ref. 5], except that it is applied for the lateral case. The assumptions are as follows:

i) the vehicle is perfectly rigid, flying at a reference velocity U_o through a constant density ρ

ii) the motions are described by the lateral case only

iii) the control provided by rudder deflection is linearly proportional to the yaw angle (ψ), that is, $\Delta C_{Y_c} = k_c \psi$

This last assumption is the case for a helmsman using greater control the farther off heading he is perturbed, an assumption in keeping with operational practice.

The turbulence model used is the von Kàrmàn spectra described in Chapter II. It is assumed that the turbulence is composed of horizontal gusts only--either u_g or v_g depending on airship heading relative to the mean wind direction. (v_g is shown in the analysis.)

1. Forces from Turbulence Components

From Jones and DeLaurier [Ref. 6], the normal force on a hull segment of length $d\xi$ is (see figure 6)

$$F_h = \frac{1}{2}\rho U_o^2 [K \sin(2\theta) \cos\left(\frac{\theta}{2}\right) \frac{dA}{d\xi} d\xi + (C_{d_c})_h \sin\theta \sin|\theta| \; 2r\, d\xi] \tag{8}$$

where: K is the hull potential cross-flow factor [Ref. 6]

θ is the angle between the hull centerline and U_o

r is the radius of the hull segment.

Differentiating with respect to θ to obtain a perturbation equation gives

$$dF_h = \frac{1}{2}\rho U_o^2 \left[\left(-\frac{K}{2}\sin(2\theta)\sin\left(\frac{\theta}{2}\right) + 2K\cos(2\theta)\cos\left(\frac{\theta}{2}\right)\right) d\theta \frac{dA}{d\xi} d\xi + (C_{d_c})_h (\cos\theta\sin|\theta| + \sin\theta\cos|\theta|) d\theta \, 2r \, d\xi\right]$$

By limiting the analysis to the lateral aerodynamic case only, (θ) becomes (β), the sideslip angle, and F_h becomes Y_h, the hull sideforce. Further, if (β_o), the undisturbed value of sideslip, is assumed to be zero--the usual case--the above expression becomes

$$(dY_g)_h = \frac{1}{2}\rho U_o^2 K \frac{dA}{d\xi}\left[2\cos(2\beta_o)\cos\left(\frac{\beta_o}{2}\right)\right] d\beta_o \, d\xi$$

$$= \rho U_o^2 K \frac{dA}{d\xi} d\xi \, d\beta$$

Finally, for small values of v_g,

$$d\beta = \frac{v_g}{U_o}$$

and

$$(dY_g)_h = \rho U_o^2 K \frac{dA}{d\xi} d\xi \frac{v_g}{U_o} \qquad (9)$$

The stabilizer forces are given by

$$(Y_g)_s = \rho \frac{U_o^2}{2} S_s (C_{L_\alpha}^*)_s H(k_s) \eta_s \frac{(v_g)_s}{U_o} \tag{10}$$

where: $H(k_s)$ is the generalized Sears function as given by Filotas [Ref. 16]

$k_s = \frac{\omega \bar{c}_s}{2U_o}$, the "reduced frequency" of the fin

$(v_g)_s$ is the gust velocity at the fin mid-chord

The propellers used to drive the airship produce a side force when acted by the turbulence [Ref. 17]. Each thruster contribution adds to the total force and moment produced, and can be described, for the jth thruster-rotor combination by the following:

$$(Y_g)_{T_j} = -\rho \frac{U_o^2}{2} S_{T_j} (C_{Y_\beta})_{T_j} \frac{(v_{g_T})_j}{U_o} \tag{11}$$

$$(L_g)_{T_j} = (Y_g)_{T_j} (h_{cm} - h_{T_j}) \tag{12}$$

$$(N_g)_{T_j} = (Y_g)_{T_j} (l_{cm} - l_{T_j}) \tag{13}$$

Equations (12) and (13) assume that the rotors are arranged symmetrically about the x-z plane, so that moments due to rotor offset in the y-direction cancel out.

2. Aerodynamic Forces and Moments Due to Airship Motion

$$(dY_w)_h = \rho U_o^2 K \frac{dA}{d\xi} d\xi \frac{v(\xi)}{U_o} + \rho A\left[k_2 \frac{\partial v(\xi)}{\partial t} + U_o r k_1\right] d\xi \qquad (14)$$

where k_2, k_1 are the horizontal and longitudinal apparent mass coefficients respectively and

$$v(\xi) = v - r[(l_{cm} - \xi)]$$

For the fins we have

$$(Y_w)_s = -\rho \frac{U_o^2}{2} S_s \left[\left(C_{Y\beta}\right)_s \frac{v_s}{U_o} + \left(C_{Y_r}\right)_s^{ac} \frac{\bar{c}r}{2U_o} + \left(C_{Y\dot{\beta}}\right)_s \frac{\bar{c}\dot{v}_s}{2U_o^2}\right] \qquad (15)$$

where $v_s = v - r(l_{cm} - l_s)$

$$\dot{v}_s = \dot{v} - \dot{r}(l_{cm} - l_s)$$

$$(L_w)_s = (Y_w)_s (h_{cm})_s \qquad (16)$$

$$(N_w)_s = \frac{1}{2}\rho U_o^2 S_s \bar{c}_s \left(C_{n_r}\right)_s^{ac} \frac{\bar{c}r}{2U_o} \qquad (17)$$

The superscript ac indicates the quantity in parentheses is taken about the fin aerodynamic center.

Thruster forces and moments are given by:

$$(Y_w)_{T_j} = -\rho \frac{U_o^2}{2} S_{T_j} (C_{Y\beta})_{T_j} \frac{(v_T)_j}{U_o} \qquad (18)$$

$$(L_w)_{T_j} = (Y_w)_{T_j} (h_{cm} - h_{T_j}) \qquad (19)$$

$$(N_w)_{T_j} = (Y_w)_{T_j}\,(l_{cm} - l_{T_j}) \qquad (20)$$

where

$$(v_T)_j = v - r(l_{cm} - l_{T_j}) - p(h_{cm} - h_{T_j})$$

3. Inertial Reaction of Airship to Aerodynamic Forces and Moments

The "forces" covered here are those arising as reactions to airship motion. They are, in general, the negative of the forces and moments that give rise to the indicated airship translational and angular velocities and accelerations so as to produce a state of dynamic equilibrium ($\bar{F} - m\bar{a} = 0$).

For the hull:

$$(dY_m)_h = -\ddot{y}'(\xi)\,(d_m)_h \qquad (21)$$

where $\ddot{y}' = \dot{v} + \dot{r}(l_{cm} - \xi) + U_o r$

$$(dL_m)_h = -dI_{xx}\dot{p} + dI_{xz}\dot{r} \qquad (22)$$

$$(dN_m)_h = -dI_{zz}\dot{r} + dI_{xz}\dot{p} \qquad (23)$$

For the empennage:

$$(Y_m)_s = -\ddot{y}'_s\, m_s \qquad (24)$$

$$(N_m)_s = -(I_{zz})_s\dot{r} + (I_{zx})_s\dot{p} \qquad (25)$$

$$(L_m)_s = -(I_{xx})_s\dot{p} + (I_{zx})_s\dot{r} \qquad (26)$$

where dI_{xx}, dI_{zz} and dI_{xz} are the moments and product of inertia respectively of the differential element under consideration, including all structure, air and gas contained in the airship.

4. Bouyancy and Control Terms

Referring to figure 7, the force due to bouyancy is given by:

$$(Y_b)_h = -(gdm - \rho gAd\xi)\sin\phi\cos\alpha_o$$

ϕ = roll angle

α_o = steady state angle of attack

Differentiating to obtain a perturbation equation gives

$$(dY_b)_h = (\rho gAd\xi - gdm)\cos\phi_o\cos\alpha_o\, d\phi$$

and letting $\phi_o = 0$ results in

$$(dY_b)_h = [\rho gAd\xi - gdm]\cos\alpha_o\, d\phi \qquad (27)$$

Control force is assumed to come from rudder deflection, and acts through the fin aerodynamic center.

$$\Delta C_{Y_C} = k_c\psi$$

$$(Y_c)_s = \rho\frac{U_o^2}{2} S_s\, k_c\, \psi \qquad (28)$$

5. Shear Force, Bending and Twisting Moment

The hull's shear force at station (1) is obtained by summing the sideforce values from the nose, up to (1):

$$S(l) = \int_0^l (dY)_h + \sum_{j=1}^{a} \left[(Y_g)_{T_j} + (Y_w)_{T_j} \right] \tag{29}$$

where $(dY)_h = (dY_g)_h + (dY_w)_h + (dY_m)_h + (dY_b)_h$

and (a) is the number of rotors forward of station (l).

Likewise, the bending moment at (l), measured along the centerline, is

$$BM(l) = \int_0^l (l_{cm}-\xi)(dY)_h + \int_0^l (dN_m)_h + \sum_{j=1}^{a} (l-l_{T_j}) \left[(Y_g)_{T_j} + (Y_w)_{T_j} \right] \tag{30}$$

Finally, the twisting moment at station (l) is

$$TM(l) = -\int_0^l h_{cm}(\xi)(dY)_h + \int_0^l (dL_m)_h + \int_0^l (dL_{mg})_h - \sum_{j=1}^{a} (h_{T_j}) \left[(Y_g)_{T_j} + (Y_w)_{T_j} \right] \tag{31}$$

The term $(dL_{mg})_h$ is the torque contribution due to the center of gravity being offset from the central axis (see figure 7). It is calculated from

$$(dL_{mg})_h = h_{cm} g \, dm \, \phi \cos\alpha_o$$

B. FLIGHT DYNAMICS

1. Dynamic Stability

The equations for Lateral Dynamic Stability are taken from DeLaurier et. al. [Ref. 18] and given below:

$$\Delta C_{Y_{aero}} + \Delta C_{Y_c} - (\hat{B} - \hat{m}g) \cos\alpha_o \phi = 2\mu(D\beta + \hat{r}) \tag{32}$$

$$\Delta C_{n_{aero}} + \Delta C_{n_c} - \hat{x}_b \hat{B} \cos\alpha_o \phi = I_{zz} D\hat{r} - I_{xz} D\hat{p} \tag{33}$$

$$\Delta C_{l_{aero}} + \Delta C_{l_c} + \hat{z}_b \hat{B} \cos\alpha_o \phi = I_{xx} D\hat{p} - I_{xz} D\hat{r} \tag{34}$$

$$D\phi = \hat{p} + \hat{r} \tan\alpha_o \tag{35}$$

$$D\psi = \hat{r} \sec\alpha_o \tag{36}$$

$$\Delta C_{y_{aero}} = C_{y_\beta}\beta + C_{y_{\dot\beta}} D\beta + C_{y_r}\hat{r} + C_{y_{\dot r}} D\hat{r} + C_{y_p}\hat{p} + C_{y_{\dot p}} D\hat{p} \tag{37}$$

$$\Delta C_{n_{aero}} = C_{n_\beta}\beta + C_{n_{\dot\beta}} D\beta + C_{n_r}\hat{r} + C_{n_{\dot r}} D\hat{r} + C_{n_p}\hat{p} + C_{n_{\dot p}} D\hat{p} \tag{38}$$

$$\Delta C_{l_{aero}} = C_{l_\beta}\beta + C_{l_{\dot\beta}} D\beta + C_{l_r}\hat{r} + C_{l_{\dot r}} D\hat{r} + C_{l_p}\hat{p} + C_{l_{\dot p}} D\hat{p} \tag{39}$$

$$\Delta C_{y_c} = k_c \psi \tag{40}$$

$$\Delta C_{n_c} = \frac{[l_s - l_{cm}]}{\bar{c}} \Delta C_{y_c} = \frac{[l_s - l_{cm}]}{\bar{c}} k_c \psi \tag{41}$$

$$\Delta C_{l_c} = \frac{[h_s - h_{cm}]}{\bar{c}} \Delta C_{y_c} = \frac{[h_s - h_{cm}]}{\bar{c}} k_c \psi \tag{42}$$

In this analysis $\beta = \frac{v}{U_o} = \hat{v}$, thus equations (32) to (39) become

$$\Delta C_{y_{aero}} + \Delta C_{y_c} - (\hat{B} - \hat{m}g) \cos\alpha_o \phi = 2\mu(D\hat{v} + \hat{r}) \tag{43}$$

$$\Delta C_{n_{aero}} + \Delta C_{n_c} - \hat{x}_b \hat{B} \cos\alpha_o \phi = I_{zz} D\hat{r} - I_{xz} D\hat{p} \tag{44}$$

$$\Delta C_{l_{aero}} + \Delta C_{l_c} - \hat{z}_b \hat{B} \cos\alpha_o \phi = I_{xx} D\hat{p} - I_{xz} D\hat{r} \tag{45}$$

$$D\phi = \hat{p} + \hat{r} \tan\alpha_o \tag{46}$$

$$D\psi = \hat{r} \sec\alpha_o \tag{47}$$

$$\Delta C_{y_{aero}} = C_{y_\beta}\hat{v} + C_{y_{\dot\beta}}D\hat{v} + C_{y_r}\hat{r} + C_{y_{\dot r}}D\hat{r} + C_{y_p}\hat{p} + C_{y_{\dot p}}D\hat{p} \tag{48}$$

$$\Delta C_{n_{aero}} = C_{n_\beta}\hat{v} + C_{n_{\dot\beta}}D\hat{v} + C_{n_r}\hat{r} + C_{n_{\dot r}}D\hat{r} + C_{n_p}\hat{p} + C_{n_{\dot p}}D\hat{p} \tag{49}$$

$$\Delta C_{l_{aero}} = C_{l_\beta}\hat{v} + C_{l_{\dot\beta}}D\hat{v} + C_{l_r}\hat{r} + C_{l_{\dot r}}D\hat{r} + C_{l_p}\hat{p} + C_{l_{\dot p}}D\hat{p} \tag{50}$$

These equations are linear, and along with equations (40) through (42) can be written in matrix form as:

$$[\tilde{C}] \begin{bmatrix} \hat{v} \\ \hat{r} \\ \hat{p} \\ \hat{\phi} \\ \hat{\psi} \end{bmatrix} - [\tilde{D}] \begin{bmatrix} D\hat{v} \\ D\hat{r} \\ D\hat{p} \\ D\hat{\phi} \\ D\hat{\psi} \end{bmatrix} = 0$$

where: v is translation in the y-direction

r is the rotation rate about the z-axis

p is the rotation rate about the x-axis

ϕ is the roll angle

ψ is the yaw angle

The matrices $[\tilde{C}]$ and $[\tilde{D}]$ are given by

$$[\tilde{C}] = \begin{bmatrix} C_{y_\beta} & (C_{y_r}-2\mu) & C_{y_p} & (\hat{m}g-\hat{B})\cos\alpha_o & -k_c \\ C_{n_\beta} & C_{n_r} & C_{n_p} & -\hat{x}_b\hat{B}\cos\alpha_o & \frac{(l_s-l_{cm})}{\bar{c}}k_c \\ C_{l_\beta} & C_{l_r} & C_{l_p} & -\hat{z}_b\hat{B}\cos\alpha_o & \frac{+h_{cm}}{\bar{c}}k_c \\ 0 & \tan\alpha_o & 1 & 0 & 0 \\ 0 & \sec\alpha_o & 0 & 0 & 0 \end{bmatrix}$$

$$[D] = \begin{bmatrix} (2\mu - C_{y_{\dot{\beta}}}) & -C_{y_{\dot{r}}} & -C_{y_{\dot{p}}} & 0 & 0 \\ -C_{n_{\dot{\beta}}} & (I_{zz} - C_{n_{\dot{r}}}) & -(I_{xz} + C_{n_{\dot{p}}}) & 0 & 0 \\ -C_{l_{\dot{\beta}}} & -(I_{xz} + C_{l_{\dot{r}}}) & (I_{xx} - C_{l_{\dot{p}}}) & 0 & 0 \\ 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & 1 \end{bmatrix}$$

To solve this system of equations, assume a solution of the form

$$\hat{v} = \hat{V} e^{i\hat{\sigma}\hat{t}} , \quad \hat{p} = \hat{P} e^{i\hat{\sigma}\hat{t}} , \quad \hat{r} = \hat{R} e^{i\hat{\sigma}\hat{t}}$$
$$\phi = \Phi e^{i\hat{\sigma}\hat{t}} , \quad \psi = \Psi e^{i\hat{\sigma}\hat{t}} \qquad (52)$$

which, when substituted into equation (51) becomes

$$[\tilde{C} - i\hat{\sigma}\tilde{D}] \begin{bmatrix} \hat{V} \\ \hat{R} \\ \hat{P} \\ \Phi \\ \Psi \end{bmatrix} = 0 \qquad (53)$$

where $\hat{\sigma}$ is the non-dimensional stability root. This is an eigenvalue problem. A computer solution is performed to find the eigenvalues (stability roots) and eigenvectors (model vectors) for the control gains considered. For the subsequent load-response analysis, dynamical.y stable cases must be chosen.

2. Turbulence Forcing Functions

As mentioned above, the model chosen for the turbulence is sinusoidal with Gaussian statistics, in particular,

$$\frac{v_g(\xi)}{U_o} = \Gamma \exp\left(i\omega t - i\omega\xi \frac{\cos\alpha_o}{U_o}\right) \qquad (54)$$

By using this expression in equation (9), integrating from $\xi = 0$ to $\xi = l_h$ (the hull/fin intersection) and adding the contributions of the fins and thruster-rotor combinations, the complete turbulence forcing functions for the airship can be found. That is,

$$Y_g = \int_0^{l_h} d(Y_g)_h + \sum_{j=1}^{a} (Y_g)_{T_j} + (Y_g)_s \qquad (55)$$

Likewise, the yawing moment about the nose is

$$N_{g_{nose}} = +\int_0^{l_h} \xi d(Y_g)_h + \sum_{j=1}^{a} \left[(l_T)_j (Y_g)_{T_j}\right] + l_s (Y_g)_s$$

and $\quad N_{g_{cm}} = N_{g_{nose}} - l_{cm} Y_g \qquad (56)$

and rolling moment is given by

$$L_g = -h_{cm} Y_g \qquad (57)$$

These may be non-dimensionalized according to

$$Y_g = \frac{U_o^2}{2} S\, G_Y \qquad (L_g, N_g) = \frac{U_o^2}{2} S\bar{c}\, (G_l, G_n) \qquad (58)$$

and the non-dimensional equations can be expressed as

$$G_y = G_{y_\gamma}\gamma \qquad G_l = G_{l_\gamma}\gamma \qquad G_n = G_{n_\gamma}\gamma \tag{59}$$

where $\gamma = \Gamma\exp(i\omega t) = \Gamma\exp(ik\hat{t})$ (60)

$$k = \frac{\bar{c}\omega}{2U_o}$$

G_{y_γ}, G_{l_γ} and G_{n_γ} are the turbulent forcing functions for the vehicle.

3. Motion Response Transfer Functions

Using the functions of equation (59) as forcing functions on the right-hand side of equation (53), and dividing through by γ gives

$$[\tilde{C} - ik\tilde{D}] \begin{bmatrix} \hat{V}/\Gamma \\ R/\Gamma \\ P/\Gamma \\ \Phi/\Gamma \\ \Psi/\Gamma \end{bmatrix} = \begin{bmatrix} G_{y_\gamma} \\ G_{n_\gamma} \\ G_{l_\gamma} \\ 0 \\ 0 \end{bmatrix} \tag{61}$$

Solution of this expression for specific reduced frequencies (k), or spectral wave numbers (Ω), and fixed stable control gains (k_c), allows calculation of the expressions necessary for the solution of distributed force loadings and moments, by means of the following expressions.

$$\hat{v} = \frac{v}{U_o} = \frac{\hat{V}}{\Gamma} \exp(ik\hat{t}), \qquad \frac{\bar{c}p}{2U_o} = \frac{\hat{P}}{\Gamma} \exp(ik\hat{t})$$

$$\frac{\bar{c}r}{2U_o} = \frac{\hat{R}}{\Gamma} \exp(ik\hat{t}), \qquad \phi = \frac{\Phi}{\Gamma} \exp(ik\hat{t}) \tag{62}$$

$$\psi = \frac{\Psi}{\Gamma} \exp(ik\hat{t})$$

C. LOAD RESPONSE TRANSFER FUNCTIONS

Once the motion response of the airship is known, the load response transfer functions can be calculated.

1. Turbulence Loading

These may be obtained by substituting equation 54 into equations (9) through (13) and dividing by γ (equation (60)). This gives, for example, for equation (9):

$$\frac{(dY_g)_h}{\Gamma} = \rho \frac{U_o^2}{2} K \frac{dA}{d\xi} \exp(-i\Omega\xi \cos\alpha_o) d\xi \tag{63}$$

where $\Omega = \frac{\omega}{U_o} = \frac{2k}{\bar{c}}$

Table II gives the complete list of load response transfer functions.

2. Motion Response Loading

The aerodynamic-reaction loading may be obtained by replacing the motion variables, $\left(\frac{v}{U_o}\right)$, $\left(\frac{\bar{c}p}{2U_o}\right)$, etc., in equations (14) through (20) with the corresponding motion-response transfer functions in equations (62). For example, equation (14) becomes

$$\frac{(dY_w)h}{\Gamma} = \{\rho \frac{U_o^2}{2} K \frac{dA}{d\xi}\left[\frac{\hat{V}}{\Gamma} - \frac{2}{\bar{c}}(l_{cm} - \xi)\frac{\hat{R}}{\Gamma}\right]$$

$$+ \rho U_o^2 A\{i\Omega\left[\frac{\hat{V}}{\Gamma} - \frac{2}{\bar{c}}\frac{\hat{R}}{\Gamma}(l_{cm}-\xi)\right]k_2 + \frac{2}{\bar{c}}\frac{\hat{R}}{\Gamma}k_1\}\}d\xi \quad (64)$$

The Inertial-Reaction, and Bouyancy loading transfer functions are similarly obtained from equations (21) through (27). For example, equation (21) becomes

$$\frac{(dY_m)h}{\Gamma} = \{-\frac{2U_o^2}{\bar{c}}\frac{\hat{R}}{\Gamma} + i\Omega U_o^2\left[\frac{\hat{V}}{\Gamma} - \frac{2}{\bar{c}}\frac{\hat{R}}{\Gamma}(l_{cm}-\xi)\right]\}dm \quad (65)$$

and equation (27) becomes

$$\frac{(dY_B)h}{\Gamma} = [\rho gA d\xi - g dm] \cos\alpha_o \frac{\Phi}{\Gamma} \quad (66)$$

3. <u>Shear Force, Bending and Twisting Moment Transfer Functions</u>

The shear force loading transfer function is obtained using equation (29):

$$\frac{S(l)}{\Gamma} = \int_0^l \frac{dY}{\Gamma} + \sum_{j=1}^{a}\frac{(Y_T)_j}{\Gamma} \quad (67)$$

where:

$$\frac{dY}{\Gamma} = \frac{(dY_g)h}{\Gamma} + \frac{(dY_w)h}{\Gamma} + \frac{(dY_m)h}{\Gamma} + \frac{(dY_B)h}{\Gamma}$$

and

$$\frac{(Y_T)_j}{\Gamma} = \frac{(Y_g)_{T_j}}{\Gamma} + \frac{(Y_w)_{T_j}}{\Gamma}$$

The bending-moment transfer function comes from equation (30)

$$\frac{BM(1)}{\Gamma} = \int_0^1 (1_{cm}-\xi)\frac{(dY)_h}{\Gamma} + \int_0^1 \frac{(dN_m)_h}{\Gamma} + \sum_{j=1}^{a} (1-1_{T_j})\left[\frac{(Y_g)_{T_j}}{\Gamma} + \frac{(Y_w)_{T_j}}{\Gamma}\right] \tag{68}$$

and finally the twisting-moment transfer function, from equation (31), is:

$$\frac{TM(1)}{\Gamma} = -\int_0^1 h_{cm}(\xi)\,(dY)_h + \int_0^1 \frac{(dL_m)_h}{\Gamma} + \int_0^1 \frac{(dL_{mg})_h}{\Gamma} - \sum_{j=1}^{a} h_{T_j}\left[\frac{(Y_g)_{T_j}}{\Gamma} + \frac{(Y_w)_{T_j}}{\Gamma}\right] \tag{69}$$

An important check on the analytical model is obtained by ensuring the net Shear Force, and Bending and Twisting Moments equal zero.

$$\frac{S(1)_h}{\Gamma} + \frac{(Y_g)_s}{\Gamma} + \frac{(Y_w)_s}{\Gamma} + \frac{(Y_m)_s}{\Gamma} + \frac{(Y_c)_s}{\Gamma} = 0 \tag{70}$$

The moments are evaluated to the empennage assembly's mass center, $(1_{cm})_s$, so that

$$\frac{BM(1_{cm})_s}{\Gamma} + [(1_{cm})_s - 1_s]\left[\frac{(Y_g)_s}{\Gamma} + \frac{(Y_w)_s}{\Gamma} + \frac{(Y_c)_s}{\Gamma}\right] + \frac{(N_w)_s}{\Gamma} + \frac{(N_m)_s}{\Gamma} = 0 \tag{71}$$

$$\frac{TM(l_{cm})_s}{\Gamma} + \frac{(L_w)_s}{\Gamma} + \frac{(L_m)_s}{\Gamma} + (h_{cm})_s \left[\frac{(Y_g)_s}{\Gamma} + \frac{(Y_w)_s}{\Gamma} + \frac{(Y_c)_s}{\Gamma} \right] = 0 \tag{72}$$

These equations may be non-dimensionalized as follows:

$$\frac{C_s(l)}{\Gamma} = \frac{2}{\rho U_o^2 S} \frac{S(l)}{\Gamma} \tag{73}$$

$$\frac{C_{BM}(l)}{\Gamma} = \frac{2}{\rho U_o^2 S\bar{c}} \frac{BM(l)}{\Gamma} \tag{74}$$

$$\frac{C_{TM}(l)}{\Gamma} = \frac{2}{\rho U_o^2 S\bar{c}} \frac{TM(l)}{\Gamma} \tag{75}$$

D. RESPONSE TO ATMOSPHERIC TURBULENCE

Once the force and moment transfer function coefficients are known, the turbulence statistics can be applied to obtain estimates of airship lifetime and failure probability. When dealing with the lateral aerodynamic case, two different spectra must be considered--Φ_{11} and Φ_{22}. This analysis will use the von Kàrmàn spectra as given by equations (7) and (6) respectively. As explained in Chapter II, the first is used when the flight direction is perpendicular to the mean wind, and the second when the direction is parallel.

1. Root-Mean-Square Responses

The root-mean-square response to turbulence of any system parameter can be obtained using its transfer function

multiplied by the spectrum (provided, of course, the spectrum is Gaussian). For example, the rms shear force coefficient is

$$\frac{(C_s)_{rms}}{c} = \left[\frac{2}{U_o^2}\int_0^{\infty}\left|\frac{C_s}{\Gamma}\right|^2 \frac{\Phi_{ii}}{\sigma^2}\, d\Omega\right]^{1/2} \tag{76}$$

Response to various conditions can be evaluated using appropriate values for σ and L in the equations for Φ_{ii}, and choosing either Φ_{11} or Φ_{22} according to desired flight direction.

2. Mission Analysis Method

The mission analysis method is a technique for estimating a flight vehicle's probable lifetime. The method is based on the probability distribution of encountering turbulence in representative flight operations [Refs. 7 and 15]. It is assumed the total flight is a sum of Gaussian patches [Ref. 2]. The formula for calculating the number of exceedences is

$$N(x) = \sum tN_o\left[p_1 \exp\left(\frac{-|x-x_{ref}|}{b_1\bar{A}}\right) + p_2 \exp\left(\frac{-|x-x_{ref}|}{b_2\bar{A}}\right)\right] \tag{77}$$

where: x = maximum structural value of bending, moment coefficient at a given station,

x_{ref} = value of x in one-g level flight,

$N(x)$ = average number of exceedences of the indicated value of x per unit time

N_o = number of zero crossings of x per unit time

$\bar{A}$ = $[(C_{BM})_{rms}/\sigma]/\gamma_{rms}$

t = fraction of time in mission segment

p_1, p_2 = probability values from Table I

b_1, b_2 = intensity levels from Table I

also

$$N_o = \left[\frac{1}{2\pi}\frac{(\dot{BM})_{ms}}{(BM)_{ms}}\right]^{1/2}$$

where

$$(BM)_{ms} = \left(\frac{\rho U_o{}^2 S\bar{c}}{2}\right)^2 \int_0^\infty \left|\frac{C_{BM}}{\Gamma}\right| \Phi_{ii} d\Omega \qquad (78)$$

$$(\dot{BM})_{ms} = \left(\frac{\rho U_o{}^2 S\bar{c}}{2}\right)^2 \int_0^\infty \left|\frac{C_{BM}}{\Gamma}\right| \Omega\Phi_{ii} d\Omega \qquad (79)$$

The probable lifetime is then $[N(x)]^{-1}$

Shear force and twisting moment are analyzed in the same fashion using the appropriate transfer functions.

3. Other Methods

DeLaurier and Hui [Ref. 5] also include Failure-Probability analysis [Ref. 3] and "Mil-Spec Storm" analysis in their paper. There are others in existence, such as the Design Envelope Analysis [Ref. 7] that have been used for HTA flight, and are well documented. Because of this, they will not be included here, as techniques for using them are

the same once the transfer functions of response are known. The exact method used is up to the designer, based on his needs.

IV. NUMERICAL EXAMPLE

In order to illustrate the lateral aerodynamic case developed in Chapter III, an example using the USS AKRON (ZR-4) is presented. The flight conditions chosen are:

$$U_o = 123 \text{ ft/sec}$$

$$\text{Alt} = 1000 \text{ ft}$$

The velocity represents the maximum for the vehicle, and the altitude is typical of its operational range. In addition, a condition of neutral buoyancy (B-mg = 0.0) was selected. The geometry was taken from Freeman [Ref. 19] and the weight distribution from Woodward [Ref. 20]. With this information available, the inertial properties of the AKRON could be calculated using the method of Scholaert and DeLaurier [Ref. 21] (see Appendix). The values obtained are shown in Table III. The Hull cross-flow and stabilizer efficiency factors are calculated using the method given in reference 6, and are:

$$K = 0.93225$$

$$\eta_s = 0.2600$$

The apparent-mass coefficients are from Munk [Ref. 22].

The stability derivatives are taken from DeLaurier and Schenck [Ref. 18], and shown in Table IV. With these, the control gain, and the inertial and geometrical properties,

equation 53 can be solved to find the stable roots. This was done in reference 18 and the results are shown in figure 8. Mode 4 (indicated in the figure) is characterized by roll, yaw, and sideslip of equal magnitudes not unlike the dutch roll mode of a fixed wing aircraft. Mode 5 is one of equal and opposite β and ψ motions with small ϕ perturbations. Mode 6 is a relatively high-frequency rolling motion, little affected by control gain. Modes 1, 2, and 3 refer to longitudinal aerodynamic modes [Ref. 18]. From this analysis, a control gain of 0.2 was found to provide the minimum stable condition.

The forcing functions were next obtained using equations 54 through 60, and are plotted in figure 9. The peaks in all the curves occur at a wave number of about .008. This corresponds to a wavelength equal to the length of the airship. $|G_{1_\gamma}|$ is significantly smaller than the others, as expected, due to the smaller moment arm through which the sideforce works in producing roll.

With the turbulence forcing functions, equation 61 was solved to obtain the motion response transfer functions. These are shown in figures 10 through 14. Control gains of 0.2, 1.0, and 2.0 were used to illustrate the effect of its variation. The most significant feature of these responses is the peak at a wave number of .008. This corresponds, as in the forcing functions, to a condition where the spectral component wavelength exactly equals the airship length. This

is the result predicted by Calligeros and McDavitt [Ref. 4] for the longitudinal case. DeLaurier and Hui [Ref. 5] also obtained this result, but only for cases of higher control gain. For the lateral case, the control gain does not significantly change this peak, although, for yaw and yaw rate (ψ and γ), and to a lesser extent roll (ϕ), the response at lower wave numbers is reduced.

Finally, the load response transfer functions were calculated. The results are shown in figures 15 through 17 for a wave number of .009, and a control gain of 0.2. Complete results are given in the appendix. For the most part, the results yield no surprises. The magnitudes of the load response follow the general trend of the combined motion responses, thus the peak loads occur at wave numbers near .008. The location along the axis of the peak load varies as the magnitude of the motions increases, shifting aft in the case of shear and twisting moment, and to the center for bending moment. Again, the lack of significant change with control gain is apparent.

V. CONCLUSIONS AND RECOMMENDATIONS

The analysis presented is an extension of the work by DeLaurier and Hui [Ref. 5], and is subject to the same restrictions. That is, it is limited to small perturbations in order to allow a linear analysis usable with power spectral methods, and its ability to make precise predictions of the loading when used with one of the methods that accounts for severe turbulence is questionable. Nonetheless, it is a valuable tool in understanding the response to an initial disturbance, and when employed as the aerodynamic input to the various statistical methods discussed earlier, it can yield important design and operational insight.

The limited effectiveness of the simple control model employed, which is typical of someone cuing his response to a compass, was demonstrated. It is suggested that an examination of the effects of roll control and yaw rate feedback be made. This would allow a decision as to the feasibility of using control to provide gust alleviation. As discussed by DeLaurier and Hui, control gain made a large difference in the expected lifetime of an airship when considering only longitudinal aerodynamics. Undoubtedly, for the lateral case, even the yaw control used in this analysis will contribute to increased survivability due to the reduction of loads at low wave numbers. Thus, the next step is to employ

the statistical methods to discover how much change is realized.

The case of combined longitudinal and lateral motion needs to be studied. No aircraft ever built has ever managed to fly through turbulence that is strictly one dimensional, as is assumed for this analysis. Coupling the two cases would give a much better idea of the true action of an airship in turbulence.

Finally, some means must be found to establish the veracity of this model, as well as that for the longitudinal case. To the author's knowledge, no investigation of the actual response of an airship to conditions of known turbulence has ever been made. This is, of course, a difficult project, considering the limited number of airships currently available if full scale tests are to be carried out. Wind tunnel investigations, made in the various oscillating flow tunnels available, would be helpful. Until some tests are done, however, this type of analysis must be considered only for its qualitative aspects as opposed to its quantitative predictions.

COMPUTER OUTPUT FOR THE NUMERICAL EXAMPLE

```
CONTROL GAIN = 0.20
WAVE NUMBER =.10000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
     .61066E+00  .66185E+00  .29296E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE      ROLL          YAW
     .19540E+01  .15717E-01  .54070E-03  .12302E+00  .40043E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
       STATION           CS             CBM            CTM
      78.500000       0.652803       0.237232       0.000000
     157.000000       1.081468       0.283407       0.015538
     235.500000       1.204353       0.191262       0.020323
     314.000000       1.209334       0.064002       0.018993
     392.500000       1.156551       0.065707       0.014817
     510.250000       0.940412       0.220875       0.002184
     605.959961       0.572192       0.244691       0.015989


CONTROL GAIN = 0.20
WAVE NUMBER =.20000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
     .61056E+00  .66184E+00  .29291E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE      ROLL          YAW
     .19538E+01  .31421E-01  .10971E-02  .12528E+00  .40027E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
       STATION           CS             CBM            CTM
      78.500000       0.653393       0.237455       0.000000
     157.000000       1.082489       0.283722       0.015564
     235.500000       1.205780       0.191651       0.020402
     314.000000       1.211145       0.064651       0.019150
     392.500000       1.158874       0.065860       0.015139
     510.250000       0.943718       0.220797       0.004343
     605.959961       0.577579       0.244644       0.020353
```

CONTROL GAIN = 0.20
WAVE NUMBER =.30000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61046E+00	.66184E+00	.29287E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19535E+01	.47101E-01	.16843E-02	.12894E+00	.40001E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.654447	0.237852	0.000000
157.000000	1.084311	0.284278	0.015608
235.500000	1.208291	0.152318	0.020535
314.000000	1.214296	0.065726	0.019412
392.500000	1.162869	0.066119	0.015661
510.250000	0.949313	0.220692	0.006504
605.559961	0.586508	0.244593	0.020944

CONTROL GAIN = 0.20
WAVE NUMBER =.40000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61036E+00	.66186E+00	.29282E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19531E+01	.62746E-01	.23157E-02	.13388E+00	.39966E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.655960	0.238421	0.000000
157.000000	1.086925	0.285072	0.015670
235.500000	1.211873	0.153260	0.020720
314.000000	1.218767	0.067202	0.019774
392.500000	1.168507	0.066482	0.016363
510.250000	0.957137	0.220558	0.008660
605.559961	0.558789	0.244538	0.021742

CONTROL GAIN = 0.20
WAVE NUMBER =.50000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61026E+00	.66185E+00	.29277E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19526E+01	.78343E-01	.30029E-02	.13995E+00	.39920E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.657923	0.239159	0.000000
157.000000	1.090310	0.286098	0.015750
235.500000	1.216497	0.194467	0.020956
314.000000	1.224521	0.069048	0.020228
392.500000	1.175735	0.066944	0.017220
510.250000	0.967100	0.220397	0.010807
605.959961	0.614170	0.244479	0.022722

CONTROL GAIN = 0.20
WAVE NUMBER =.60000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61015E+00	.66194E+00	.29272E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19521E+01	.93881E-01	.37551E-02	.14699E+00	.39865E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.660323	0.240060	0.000000
157.000000	1.094449	0.287350	0.015848
235.500000	1.222136	0.195931	0.021239
314.000000	1.231519	0.071226	0.020766
392.500000	1.184502	0.067502	0.018207
510.250000	0.979101	0.220209	0.012944
605.959961	0.632365	0.244416	0.023858

CONTROL GAIN = 0.20
WAVE NUMBER =.70000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61005E+00	.66201E+00	.29267E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19516E+01	.10935E+00	.45800E-02	.15485E+00	.39800E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.663145	0.241120	0.000000
157.000000	1.099314	0.288819	0.015962
235.500000	1.228750	0.197639	0.021567
314.000000	1.239710	0.073701	0.021381
392.500000	1.194729	0.068151	0.019301
510.250000	0.993011	0.219994	0.015068
605.959961	0.653064	0.244349	0.025124

CONTROL GAIN = 0.20
WAVE NUMBER =.80000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60994E+00	.66208E+00	.29261E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19510E+01	.12474E+00	.54829E-02	.16337E+00	.39726E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.666369	0.242331	0.000000
157.000000	1.104870	0.290496	0.016092
235.500000	1.236292	0.199578	0.021937
314.000000	1.249031	0.076432	0.022063
392.500000	1.206339	0.068887	0.020480
510.250000	1.008696	0.219753	0.017177
605.959961	0.675955	0.244279	0.026497

CONTROL GAIN = 0.20
WAVE NUMBER =.50000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60983E+00	.66218E+00	.29256E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19503E+01	.14003E+00	.64678E-02	.17244E+00	.39642E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.669978	0.243686	0.000000
157.000000	1.111086	0.252369	0.016236
235.500000	1.244714	0.201732	0.022344
314.000000	1.259421	0.079383	0.022804
392.500000	1.219241	0.069702	0.021726
510.250000	1.026006	0.219486	0.019269
605.959961	0.700730	0.244206	0.027957

CONTROL GAIN = 0.20
WAVE NUMBER =.10000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60972E+00	.66229E+00	.29251E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19496E+01	.15523E+00	.75374E-02	.18194E+00	.39549E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.673948	0.245176	0.000000
157.000000	1.117921	0.294426	0.016394
235.500000	1.253960	0.204087	0.022786
314.000000	1.270804	0.082520	0.023595
392.500000	1.233339	0.070591	0.023023
510.250000	1.044790	0.219194	0.021342
605.959961	0.727099	0.244129	0.029485

```
CONTROL GAIN = 0.20
WAVE NUMBER =.20000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
        GY            GN            GL
    .60855E+00   .66422E+00   .29195E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP      YAW RATE     ROLL RATE       ROLL          YAW
    .19396E+01   .25970E+00   .22914E-01   .28566E+00   .38178E+01
```

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.727811	0.265366	0.000000
157.000000	1.210469	0.322141	0.018487
235.500000	1.378057	0.234921	0.028313
314.000000	1.422009	0.118367	0.032822
392.500000	1.417681	0.082189	0.036798
510.250000	1.281152	0.215064	0.040642
605.959961	1.029990	0.243208	0.046034

```
CONTROL GAIN = 0.20
WAVE NUMBER =.30000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
        GY            GN            GL
    .60734E+00   .66763E+00   .29137E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP      YAW RATE     ROLL RATE       ROLL          YAW
    .19256E+01   .42633E+00   .45602E-01   .38288E+00   .36207E+01
```

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.789513	0.288476	0.000001
157.000000	1.316072	0.353618	0.020810
235.500000	1.518108	0.268751	0.034044
314.000000	1.590379	0.152318	0.041716
392.500000	1.618807	0.095028	0.049079
510.250000	1.527111	0.209329	0.056514
605.959961	1.316590	0.242043	0.061165

CONTROL GAIN = 0.20
WAVE NUMBER =.40000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60611E+00	.67249E+00	.29078E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19087E+01	.53291E+00	.73201E-01	.46283E+00	.33943E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.840595	0.307626	0.000001
157.000000	1.403069	0.379664	0.022717
235.500000	1.633134	0.256545	0.038635
314.000000	1.728057	0.178739	0.048663
392.500000	1.781960	0.105961	0.058465
510.250000	1.722820	0.202840	0.068494
605.959961	1.536736	0.240689	0.073059

CONTROL GAIN = 0.20
WAVE NUMBER =.50000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60491E+00	.67675E+00	.29020E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.18898E+01	.62081E+00	.10357E+00	.52488E+00	.31634E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.873510	0.320029	0.000002
157.000000	1.458610	0.356683	0.023977
235.500000	1.707350	0.315360	0.041745
314.000000	1.817780	0.156917	0.053408
392.500000	1.889241	0.113952	0.064909
510.250000	1.852855	0.196245	0.076836
605.959961	1.683661	0.239225	0.081617

```
CONTROL GAIN = 0.20
WAVE NUMBER =.60000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
         GY           GN           GL
      .60375E+00   .68635E+00   .28965E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP      YAW RATE     ROLL RATE      ROLL          YAW
      .18654E+01   .69318E+00   .13524E+00   .57175E+00   .29435E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION           CS            CBM           CTM
          78.500000      0.888033      0.325615      0.000004
         157.000000      1.482316      0.404643      0.024602
         235.500000      1.740728      0.325507      0.043496
         314.000000      1.860188      0.207907      0.056206
         392.500000      1.942540      0.119234      0.068839
         510.250000      1.921973      0.189938      0.082156
         605.959961      1.766445      0.237748      0.087329

CONTROL GAIN = 0.20
WAVE NUMBER =.70000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
         GY           GN           GL
      .60266E+00   .69521E+00   .28912E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP      YAW RATE     ROLL RATE      ROLL          YAW
      .18478E+01   .75345E+00   .16742E+00   .60702E+00   .27423E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION           CS            CBM           CTM
          78.500000      0.887216      0.325521      0.000006
         157.000000      1.479346      0.405048      0.024697
         235.500000      1.739951      0.328543      0.044133
         314.000000      1.863228      0.213262      0.057460
         392.500000      1.951330      0.122217      0.070810
         510.250000      1.941836      0.184104      0.085158
         605.959961      1.798752      0.236359      0.090837
```

```
CONTROL GAIN = 0.20
WAVE NUMBER =.80000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
          GY           GN           GL
     .60166E+00   .70527E+00   .28864E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP     YAW RATE     ROLL RATE      ROLL          YAW
    .18251E+01   .80462E+00   .19978E+00   .63402E+00   .25625E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
         STATION              CS               CBM              CTM
        78.500000          0.874945         0.321186         0.000008
       157.000000          1.456253         0.399770         0.024388
       235.500000          1.713269         0.326251         0.043937
       314.000000          1.836377         0.214491         0.057567
       392.500000          1.926462         0.123539         0.071345
       510.250000          1.924844         0.178798         0.086482
       605.959961          1.793912         0.235136         0.092751


CONTROL GAIN = 0.20
WAVE NUMBER =.90000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
          GY           GN           GL
     .60075E+00   .71644E+00   .28821E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP     YAW RATE     ROLL RATE      ROLL          YAW
    .18015E+01   .84505E+00   .23233E+00   .65550E+00   .24035E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
         STATION              CS               CBM              CTM
        78.500000          0.854832         0.313945         0.000010
       157.000000          1.419082         0.390524         0.023789
       235.500000          1.668203         0.320211         0.043145
       314.000000          1.788183         0.212848         0.056866
       392.500000          1.877569         0.123736         0.070879
       510.250000          1.881737         0.174014         0.086654
       605.959961          1.763109         0.234134         0.093574
```

CONTROL GAIN = 0.20
WAVE NUMBER =.10000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.59997E+00	.72864E+00	.28783E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.17769E+01	.88846E+00	.26523E+00	.67357E+00	.22636E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.829797	0.304882	0.000013
157.000000	1.372738	0.378694	0.022990
235.500000	1.610818	0.311679	0.041945
314.000000	1.725497	0.209305	0.055622
392.500000	1.812331	0.123233	0.069755
510.250000	1.820993	0.169710	0.086085
605.959961	1.715072	0.233374	0.093695

CONTROL GAIN = 0.20
WAVE NUMBER =.20000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60042E+00	.88883E+00	.28805E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.14759E+01	.11447E+01	.67587E+00	.85850E+00	.14582E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.586978	0.216714	0.000065
157.000000	0.865587	0.248165	0.012625
235.500000	0.924737	0.205288	0.026839
314.000000	0.944674	0.157462	0.041608
392.500000	0.993928	0.120535	0.058528
510.250000	1.073725	0.145735	0.081325
605.959961	1.146722	0.232768	0.094352

CONTROL GAIN = 0.20
WAVE NUMBER =.30000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61712E+00	.10700E+01	.29606E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.11003E+01	.12024E+01	.13867E+01	.11755E+01	.10212E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.497046	0.184123	0.000200
157.000000	0.538568	0.165723	0.005468
235.500000	0.367343	0.125053	0.029085
314.000000	0.419372	0.132322	0.055028
392.500000	0.689627	0.149338	0.081781
510.250000	1.089929	0.151987	0.113898
605.959961	1.358668	0.217797	0.125510

CONTROL GAIN = 0.20
WAVE NUMBER =.40000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.64448E+00	.12258E+01	.30915E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.67565E+00	.10358E+01	.25474E+01	.16211E+01	.65974E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.434833	0.160260	0.000491
157.000000	0.292965	0.092671	0.008731
235.500000	0.240585	0.081765	0.045973
314.000000	0.836513	0.169587	0.086100
392.500000	1.437812	0.221642	0.127013
510.250000	2.141464	0.186965	0.175656
605.959961	2.478434	0.166207	0.190058

CONTROL GAIN = 0.20
WAVE NUMBER =.50000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.67258E+00	.13310E+01	.32267E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.24526E+00	.67855E+00	.43429E+01	.22125E+01	.34576E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.266768	0.094702	0.001046
157.000000	0.189725	0.024270	0.014957
235.500000	0.863461	0.209193	0.064239
314.000000	1.753875	0.341996	0.120351
392.500000	2.703362	0.387143	0.180007
510.250000	3.844154	0.246157	0.257894
605.559961	4.324980	0.071187	0.290179

CONTROL GAIN = 0.20
WAVE NUMBER =.60000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.69215E+00	.13729E+01	.33206E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.38654E+00	.71525E+00	.72023E+01	.30592E+01	.30372E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.184072	0.069484	0.002081
157.000000	0.778218	0.250753	0.020564
235.500000	1.826513	0.523120	0.080676
314.000000	3.118036	0.718689	0.155355
392.500000	4.585062	0.741300	0.240635
510.250000	6.445200	0.355100	0.368677
605.559961	7.238190	0.165356	0.445685

CONTROL GAIN = 0.20
WAVE NUMBER =.70000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.69712E+00	.13477E+01	.33444E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.11008E+01	.20505E+01	.12345E+02	.44961E+01	.76104E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	1.149822	0.438929	0.004162
157.000000	2.162449	0.736564	0.026533
235.500000	3.621204	1.172613	0.097797
314.000000	5.498711	1.497783	0.197320
392.500000	7.808969	1.497262	0.321883
510.250000	10.938520	0.614341	0.541721
605.559961	12.396368	0.558990	0.719025

CONTROL GAIN = 0.20
WAVE NUMBER =.80000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.68519E+00	.12592E+01	.32872E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.22778E+01	.50536E+01	.22118E+02	.70498E+01	.16222E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	3.452179	1.305918	0.008521
157.000000	5.377102	1.840727	0.036940
235.500000	7.396248	2.571503	0.125860
314.000000	10.074638	3.136181	0.257785
392.500000	13.690218	3.110294	0.436685
510.250000	19.039459	1.250183	0.819951
605.559961	21.936630	1.387006	1.220056

CONTROL GAIN = 0.20
WAVE NUMBER =.90000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

EY	GA	GL
.65749E+00	.11188E+01	.31543E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.22280E+01	.58179E+01	.21336E+02	.60459E+01	.16470E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	4.577765	1.719222	0.009247
157.000000	6.748293	2.279095	0.040418
235.500000	8.234304	2.932747	0.121645
314.000000	10.067587	3.427219	0.217082
392.500000	12.753042	3.388912	0.328918
510.250000	17.369659	1.439411	0.649486
605.959961	20.566772	1.623383	1.111805

CONTROL GAIN = 0.20
WAVE NUMBER =.10000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

EY	GA	GL
.61780E+00	.94575E+00	.29639E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.11559E+01	.35247E+01	.11758E+02	.29989E+01	.89803E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	3.132074	1.167065	0.005662
157.000000	4.656887	1.532093	0.036617
235.500000	5.339117	1.868261	0.093290
314.000000	5.927462	2.083221	0.150272
392.500000	6.762783	2.041378	0.181123
510.250000	8.673275	0.947996	0.282001
605.959961	10.728956	1.013124	0.571219

```
CONTROL GAIN = 0.20
WAVE NUMBER =.20000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GA          GL
   .25315E+00  .86392E+00  .14066E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP     YAW RATE     ROLL RATE       ROLL         YAW
   .16034E+00  .87746E+00  .21816E+01  .27832E+00  .11178E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
      STATION            CS              CBM             CTM
     78.500000        1.152570        0.435841        0.002101
    157.000000        1.037697        0.425607        0.045206
    235.500000        0.372270        0.355253        0.112517
    314.000000        1.616535        0.657160        0.104482
    392.500000        2.841013        0.657531        0.028231
    510.250000        2.182358        0.394427        0.088081
    605.959961        1.715158        0.358596        0.071413

CONTROL GAIN = 0.20
WAVE NUMBER =.30000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GA          GL
   .10561E+00  .74178E+00  .52583E-02

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP     YAW RATE     ROLL RATE       ROLL         YAW
   .71773E-01  .46384E+00  .11081E+01  .94253E-01  .39393E-01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
      STATION            CS              CBM             CTM
     78.500000        0.748360        0.250370        0.001601
    157.000000        0.812885        0.102953        0.077025
    235.500000        1.730423        0.519041        0.080930
    314.000000        1.728717        0.584548        0.052577
    392.500000        0.488448        0.597263        0.109876
    510.250000        2.383591        0.154667        0.065140
    605.959961        0.715195        0.224979        0.049563
```

```
CONTROL GAIN = 0.20
WAVE NUMBER =.40000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GA          GL
     .24458E+00  .63639E+00  .11734E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP    YAW RATE    ROLL RATE      ROLL         YAW
     .43419E-01  .29349E+00  .69482E+00  .44325E-01  .18693E-01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION          CS             CBM            CTM
         78.500000      0.576646       0.218671       0.001338
        157.000000      1.285373       0.332782       0.075660
        235.500000      1.410335       0.443433       0.057990
        314.000000      1.233570       0.414013       0.084400
        392.500000      1.852176       0.434170       0.074062
        510.250000      2.035723       0.108184       0.050662
        605.959961      0.354131       0.151072       0.027899


CONTROL GAIN = 0.20
WAVE NUMBER =.50000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GA          GL
     .36215E+00  .52871E+00  .17374E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP    YAW RATE    ROLL RATE      ROLL         YAW
     .29050E-01  .19377E+00  .45932E+00  .23442E-01  .98739E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION          CS             CBM            CTM
         78.500000      0.587016       0.207608       0.001106
        157.000000      1.310920       0.425263       0.056533
        235.500000      1.107309       0.129982       0.090728
        314.000000      1.598883       0.393697       0.063408
        392.500000      1.544329       0.349059       0.058971
        510.250000      1.188884       0.242864       0.049124
        605.959961      0.284102       0.090750       0.008276
```

CONTROL GAIN = 0.20
WAVE NUMBER =.60000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.51347E+00	.45648E+00	.24634E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.24138E-01	.13695E+00	.31873E+00	.13556E-01	.58151E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.643571	0.223922	0.000921
157.000000	1.160521	0.337170	0.048571
235.500000	1.550056	0.437335	0.079754
314.000000	1.145030	0.296267	0.071790
392.500000	1.010427	0.366862	0.068022
510.250000	0.337443	0.314961	0.033967
605.959961	0.558483	0.026738	0.035750

CONTROL GAIN = 0.20
WAVE NUMBER =.70000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.65821E+00	.39145E+00	.31577E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.22010E-01	.97028E-01	.21375E+00	.77927E-02	.35315E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.672918	0.236757	0.000721
157.000000	1.041965	0.221562	0.037318
235.500000	1.340559	0.249585	0.079496
314.000000	1.740253	0.331336	0.107676
392.500000	1.999074	0.242040	0.116080
510.250000	1.334963	0.277302	0.090895
605.959961	0.910286	0.058236	0.083215

CONTROL GAIN = 0.20
WAVE NUMBER =.80000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.70105E+00	.40424E+00	.33632E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.20873E-01	.85286E-01	.17442E+00	.55645E-02	.27161E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.710734	0.255827	0.000672
157.000000	1.119813	0.286351	0.016939
235.500000	1.157440	0.231112	0.019265
314.000000	1.079324	0.271900	0.014292
392.500000	0.967588	0.333952	0.007460
510.250000	2.056246	0.174401	0.157102
605.959961	1.063324	0.109369	0.126323

CONTROL GAIN = 0.20
WAVE NUMBER =.90000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.83025E+00	.53478E+00	.39831E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.23686E-01	.99234E-01	.19241E+00	.54571E-02	.28092E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.768450	0.286531	0.000834
157.000000	1.375266	0.444614	0.028224
235.500000	1.737722	0.497728	0.073297
314.000000	1.772990	0.438384	0.107678
392.500000	1.406926	0.438248	0.119724
510.250000	2.505047	0.053959	0.097379
605.959961	1.279762	0.154907	0.094539

CONTROL GAIN = 0.20
WAVE NUMBER =.10000E+00

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.12155E+01	.85551E+00	.58506E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.32743E-01	.14379E+00	.27641E+00	.70559E-02	.36635E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.807979	0.313998	0.001331
157.000000	1.177783	0.391707	0.054202
235.500000	0.618283	0.264058	0.100733
314.000000	1.561124	0.636597	0.082167
392.500000	2.850967	0.620091	0.054767
510.250000	2.842363	0.231886	0.080716
605.559961	2.087214	0.308157	0.115052

CONTROL GAIN = 1.00
WAVE NUMBER = .10000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61066E+00	.66185E+00	.29296E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19540E+01	.31438E-02	.49158E-03	.12228E+00	.80097E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.652587	0.237151	0.000000
157.000000	1.081090	0.283293	0.015529
235.500000	1.203835	0.191128	0.020297
314.000000	1.208692	0.063794	0.018941
392.500000	1.155750	0.065660	0.014713
510.250000	0.939320	0.220889	0.000619
605.959961	0.570484	0.244693	0.019877

CONTROL GAIN = 1.00
WAVE NUMBER = .20000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61056E+00	.66184E+00	.29291E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19538E+01	.62877E-02	.98355E-03	.12233E+00	.80099E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.652520	0.237127	0.000000
157.000000	1.080968	0.283263	0.015527
235.500000	1.203700	0.191115	0.020295
314.000000	1.208565	0.063822	0.018942
392.500000	1.155663	0.065672	0.014724
510.250000	0.939347	0.220851	0.001149
605.959961	0.570771	0.244652	0.019909

```
CONTROL GAIN = 1.00
WAVE NUMBER =.30000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
        GY            GN            GL
    .61046E+00    .66184E+00    .29287E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP      YAW RATE     ROLL RATE       ROLL          YAW
    .19535E+01    .94321E-02    .14764E-02    .12242E+00    .80103E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
         STATION             CS               CBM              CTM
       78.500000          0.652479         0.237113         0.000000
      157.000000          1.080882         0.283245         0.015526
      235.500000          1.203603         0.191114         0.020294
      314.000000          1.208486         0.063877         0.018947
      392.500000          1.155644         0.065697         0.014744
      510.250000          0.939501         0.220812         0.001696
      605.959961          0.571319         0.244610         0.015963


CONTROL GAIN = 1.00
WAVE NUMBER =.40000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
        GY            GN            GL
    .61036E+00    .66186E+00    .29282E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP      YAW RATE     ROLL RATE       ROLL          YAW
    .19531E+01    .12577E-01    .19705E-02    .12255E+00    .80110E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
         STATION             CS               CBM              CTM
       78.500000          0.652464         0.237108         0.000000
      157.000000          1.080831         0.283236         0.015524
      235.500000          1.203547         0.191126         0.020295
      314.000000          1.208454         0.063958         0.018955
      392.500000          1.155696         0.065737         0.014774
      510.250000          0.939781         0.220771         0.002247
      605.959961          0.572125         0.244566         0.020038
```

```
CONTROL GAIN = 1.00
WAVE NUMBER =.50000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
         GY           GN           GL
     .61026E+00   .66189E+00   .29277E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP     YAW RATE     ROLL RATE      ROLL          YAW
     .19526E+01   .15723E-01   .24664E-02   .12271E+00   .80118E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION             CS              CBM             CTM
          78.500000        0.652472        0.237112        0.000000
         157.000000        1.080811        0.283238        0.015523
         235.500000        1.203527        0.191149        0.020296
         314.000000        1.208468        0.064066        0.018966
         392.500000        1.155814        0.065790        0.014814
         510.250000        0.940183        0.220727        0.002800
         605.959961        0.573187        0.244521        0.020135


CONTROL GAIN = 1.00
WAVE NUMBER =.60000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
         GY           GN           GL
     .61015E+00   .66194E+00   .29272E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP     YAW RATE     ROLL RATE      ROLL          YAW
     .19521E+01   .18870E-01   .29645E-02   .12292E+00   .80129E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION             CS              CBM             CTM
          78.500000        0.652505        0.237125        0.000000
         157.000000        1.080826        0.283250        0.015523
         235.500000        1.203547        0.191184        0.020299
         314.000000        1.208529        0.064195        0.018981
         392.500000        1.156001        0.065856        0.014862
         510.250000        0.940710        0.220682        0.003353
         605.959961        0.574503        0.244474        0.020253
```

```
CONTROL GAIN = 1.00
WAVE NUMBER =.70000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
         GY           GN          GL
     .61005E+00  .66201E+00  .29267E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP     YAW RATE    ROLL RATE      ROLL         YAW
     .19516E+01  .22019E-01  .34653E-02  .12316E+00  .80143E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
           STATION            CS            CBM           CTM
          78.500000        0.652563       0.237148      0.000000
         157.000000        1.080874       0.283273      0.015523
         235.500000        1.203606       0.191232      0.020303
         314.000000        1.208636       0.064358      0.018999
         392.500000        1.156256       0.065936      0.014919
         510.250000        0.941358       0.220634      0.003906
         605.959961        0.576067       0.244425      0.020392

CONTROL GAIN = 1.00
WAVE NUMBER =.80000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
         GY           GN          GL
     .60994E+00  .66208E+00  .29261E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP     YAW RATE    ROLL RATE      ROLL         YAW
     .19509E+01  .25169E-01  .39692E-02  .12344E+00  .80158E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
           STATION            CS            CBM           CTM
          78.500000        0.652642       0.237178      0.000000
         157.000000        1.080952       0.283304      0.015523
         235.500000        1.203695       0.191289      0.020308
         314.000000        1.208783       0.064541      0.019020
         392.500000        1.156572       0.066030      0.014986
         510.250000        0.942124       0.220583      0.004458
         605.959961        0.577875       0.244374      0.020550
```

```
CONTROL GAIN = 1.00
WAVE NUMBER =.90000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
         GY            GA            GL
     .60983E+00    .66216E+00    .29256E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP      YAW RATE      ROLL RATE        ROLL            YAW
     .19502E+01    .28322E-01    .44766E-02    .12376E+00    .80176E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION               CS                 CBM                CTM
          78.500000          0.652746           0.237218           0.000000
         157.000000          1.081063           0.283347           0.015523
         235.500000          1.203826           0.191360           0.020314
         314.000000          1.208977           0.064749           0.019044
         392.500000          1.156957           0.066135           0.015061
         510.250000          0.943009           0.220530           0.005010
         605.959961          0.579925           0.244321           0.020728


CONTROL GAIN = 1.00
WAVE NUMBER =.10000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
         GY            GA            GL
     .60972E+00    .66229E+00    .29251E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP      YAW RATE      ROLL RATE        ROLL            YAW
     .19495E+01    .31477E-01    .49879E-02    .12412E+00    .80196E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION               CS                 CBM                CTM
          78.500000          0.652873           0.237266           0.000000
         157.000000          1.081205           0.283398           0.015524
         235.500000          1.203990           0.191441           0.020322
         314.000000          1.209214           0.064982           0.019072
         392.500000          1.157404           0.066254           0.015144
         510.250000          0.944012           0.220475           0.005561
         605.959961          0.582209           0.244267           0.020925
```

CONTROL GAIN = 1.00
WAVE NUMBER = .20000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.60855E+00	.66422E+00	.29195E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19385E+01	.63203E-01	.10407E-01	.12961E+00	.80514E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
		0.238192	0.000000
78.500000	0.655331	0.284409	0.015546
157.000000	1.084228	0.192826	0.020448
235.500000	1.207438	0.068485	0.019505
314.000000	1.213758	0.068099	0.016393
392.500000	1.165116	0.219805	0.011000
510.250000	0.959976	0.243634	0.023769
605.959961	0.616645		

CONTROL GAIN = 1.00
WAVE NUMBER = .30000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.60734E+00	.66763E+00	.29137E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19219E+01	.95409E-01	.16626E-01	.13822E+00	.81028E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
		0.239786	0.000000
78.500000	0.659582	0.286146	0.015588
157.000000	1.089580	0.195057	0.020651
235.500000	1.213438	0.073607	0.020178
314.000000	1.221411	0.070917	0.018206
392.500000	1.177546	0.218920	0.016262
510.250000	0.984723	0.242840	0.027707
605.959961	0.666981		

```
CONTROL GAIN = 1.00
WAVE NUMBER =.40000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
         GY             GN             GL
     .60611E+00     .67249E+00     .29078E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP      YAW RATE      ROLL RATE      ROLL          YAW
     .19002E+01    .12828E+00    .23921E-01    .14936E+00   .81705E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
         STATION              CS              CBM              CTM
         78.500000         0.664992        0.241812         0.000000
        157.000000         1.096274        0.288312         0.015634
        235.500000         1.220762        0.197788         0.020895
        314.000000         1.230692        0.079556         0.021009
        392.500000         1.192676        0.074354         0.020329
        510.250000         1.014871        0.217840         0.021289
        605.959961         0.725697        0.241906         0.032163

CONTROL GAIN = 1.00
WAVE NUMBER =.50000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
         GY             GN             GL
     .60491E+00     .67875E+00     .29020E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP      YAW RATE      ROLL RATE      ROLL          YAW
     .18744E+01    .16192E+00    .32492E-01    .16253E+00   .82506E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
         STATION              CS              CBM              CTM
         78.500000         0.670868        0.244010         0.000001
        157.000000         1.103226        0.290583         0.015668
        235.500000         1.228059        0.200653         0.021144
        314.000000         1.239993        0.085651         0.021921
        392.500000         1.208345        0.078059         0.022575
        510.250000         1.046979        0.216585         0.026046
        605.959961         0.786528        0.240857         0.036769
```

CONTROL GAIN = 1.00
WAVE NUMBER =.60000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60375E+00	.68635E+00	.28965E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.18452E+01	.19637E+00	.42499E-01	.17739E+00	.83386E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.676571	0.246143	0.000001
157.000000	1.109435	0.292660	0.015676
235.500000	1.234082	0.203316	0.021365
314.000000	1.247839	0.091398	0.022853
392.500000	1.222612	0.081735	0.024827
510.250000	1.078109	0.215178	0.030519
605.959961	0.845046	0.239721	0.041318

CONTROL GAIN = 1.00
WAVE NUMBER =.70000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60266E+00	.69521E+00	.28912E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.18135E+01	.23162E+00	.54096E-01	.19378E+00	.84303E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.681585	0.248018	0.000002
157.000000	1.114085	0.294300	0.015645
235.500000	1.237824	0.205511	0.021536
314.000000	1.253041	0.096473	0.023767
392.500000	1.233947	0.085158	0.027024
510.250000	1.106068	0.213641	0.034715
605.959961	0.898493	0.238530	0.045700

CONTROL GAIN = 1.00
WAVE NUMBER =.80000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.60166E+00	.70527E+00	.28864E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.17799E+01	.26757E+00	.67443E-01	.21164E+00	.85215E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.685551	0.249501	0.000003
157.000000	1.116611	0.295337	0.015570
235.500000	1.238585	0.207054	0.021647
314.000000	1.254781	0.100690	0.024645
392.500000	1.241320	0.088178	0.029145
510.250000	1.129460	0.211994	0.038656
605.959961	0.945418	0.237309	0.049866

CONTROL GAIN = 1.00
WAVE NUMBER =.90000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GA	GL
.60075E+00	.71644E+00	.28821E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.17451E+01	.30410E+00	.82722E-01	.23099E+00	.86086E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.688266	0.250518	0.000004
157.000000	1.116686	0.295673	0.015445
235.500000	1.235962	0.207838	0.021697
314.000000	1.252598	0.103967	0.025490
392.500000	1.244175	0.090704	0.031196
510.250000	1.147586	0.210251	0.042378
605.959961	0.985304	0.236081	0.053804

```
CONTROL GAIN = 1.00
WAVE NUMBER =.10000E-02

THE FORCING FUNCTION MAGNITUDES ARE:
      GY          GN          GL
  .55997E+00  .72864E+00  .28783E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE      ROLL         YAW
   .17096E+01  .34102E+00  .10013E+00  .25189E+00  .86884E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION            CS            CBM            CTM
      78.500000         0.689658      0.251043       0.000005
     157.000000         1.114192      0.295275       0.015273
     235.500000         1.229813      0.207823       0.021693
     314.000000         1.246338      0.106289       0.026315
     392.500000         1.242351      0.092694       0.033197
     510.250000         1.160287      0.208427       0.045923
     605.559961         1.018267      0.234364       0.057526


CONTROL GAIN = 1.00
WAVE NUMBER =.20000E-02

THE FORCING FUNCTION MAGNITUDES ARE:
      GY          GN          GL
  .60042E+00  .88883E+00  .28805E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE      ROLL         YAW
   .13543E+01  .68749E+00  .43080E+00  .54589E+00  .87579E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION            CS            CBM            CTM
      78.500000         0.656477      0.238788       0.000041
     157.000000         0.988779      0.262610       0.012100
     235.500000         1.026686      0.174078       0.022943
     314.000000         1.027488      0.090419       0.038534
     392.500000         1.062360      0.090308       0.056385
     510.250000         1.123013      0.188221       0.080001
     605.559961         1.149684      0.223259       0.089738
```

CONTROL GAIN = 1.00
WAVE NUMBER =.30000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61712E+00	.10700E+01	.29606E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.10015E+01	.88149E+00	.11321E+01	.95917E+00	.74861E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.609183	0.221343	0.000164
157.000000	0.807094	0.212946	0.010436
235.500000	0.750821	0.113441	0.033560
314.000000	0.815568	0.056161	0.061885
392.500000	1.018828	0.100347	0.090681
510.250000	1.332452	0.176517	0.123681
605.959961	1.502719	0.202710	0.129761

CONTROL GAIN = 1.00
WAVE NUMBER =.40000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.64448E+00	.12258E+01	.30919E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.52685E+00	.84652E+00	.23124E+01	.14714E+01	.53919E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.539106	0.194994	0.000445
157.000000	0.602973	0.150004	0.012275
235.500000	0.586367	0.058770	0.048647
314.000000	0.988963	0.120194	0.090035
392.500000	1.528344	0.181964	0.131892
510.250000	2.178324	0.191610	0.180129
605.959961	2.463434	0.155134	0.189209

```
CONTROL GAIN = 1.00
WAVE NUMBER =.50000E-02

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
   .67258E+00  .13310E+01  .32267E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE     ROLL        YAW
   .22627E+00  .59599E+00  .41715E+01  .21251E+01  .30369E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION            CS            CBM            CTM
      78.500000        0.364403       0.128290       0.001004
     157.000000        0.364024       0.059589       0.015405
     235.500000        0.822711       0.174830       0.063140
     314.000000        1.663159       0.306992       0.118708
     392.500000        2.583288       0.356857       0.177415
     510.250000        3.687246       0.240926       0.252619
     605.959961        4.143902       0.063612       0.280690


CONTROL GAIN = 1.00
WAVE NUMBER =.60000E-02

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
   .69215E+00  .13729E+01  .33206E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE     ROLL        YAW
   .32372E+00  .66510E+00  .72110E+01  .30628E+01  .28242E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION            CS            CBM            CTM
      78.500000        0.089675       0.034778       0.002084
     157.000000        0.619974       0.206831       0.018375
     235.500000        1.635498       0.479719       0.075633
     314.000000        2.899204       0.677553       0.147766
     392.500000        4.335018       0.708205       0.230148
     510.250000        6.161600       0.347508       0.353578
     605.959961        6.947445       0.147206       0.426636
```

```
CONTROL GAIN = 1.00
WAVE NUMBER =.70000E-02

THE FORCING FUNCTION MAGNITUDES ARE:
          GY          GN          GL
      .65712E+00  .13477E+01  .33444E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP     YAW RATE    ROLL RATE      ROLL          YAW
      .10359E+01  .20496E+01  .12865E+02  .46851E+01  .74601E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION           CS              CBM             CTM
         78.500000        1.078175        0.415664        0.004337
        157.000000        2.011559        0.705057        0.021714
        235.500000        3.432062        1.139404        0.088807
        314.000000        5.265799        1.463589        0.183479
        392.500000        7.539106        1.471949        0.303272
        510.250000       10.656343        0.613297        0.518561
        605.959961       12.141193        0.543728        0.694464


CONTROL GAIN = 1.00
WAVE NUMBER =.80000E-02

THE FORCING FUNCTION MAGNITUDES ARE:
          GY          GN          GL
      .68519E+00  .12592E+01  .32872E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
       SIDESLIP     YAW RATE    ROLL RATE      ROLL          YAW
      .21492E+01  .49919E+01  .22818E+02  .72727E+01  .15898E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION           CS              CBM             CTM
         78.500000        3.398520        1.288068        0.008790
        157.000000        5.237886        1.808050        0.029149
        235.500000        7.127623        2.503336        0.112733
        314.000000        9.602432        3.034832        0.230361
        392.500000       12.984966        3.014273        0.391142
        510.250000       18.118134        1.230213        0.752460
        605.959961       21.009048        1.346717        1.143815
```

CONTROL GAIN = 1.00
WAVE NUMBER =.50000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.65749E+00	.11188E+01	.31543E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.18131E+01	.49385E+01	.18925E+02	.53626E+01	.13980E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	3.942038	1.480221	0.008202
157.000000	5.791830	1.954727	0.032453
235.500000	6.972773	2.478195	0.106049
314.000000	8.352362	2.860790	0.182158
392.500000	10.387287	2.824291	0.258819
510.250000	14.054478	1.222084	0.498265
605.959961	16.787857	1.363981	0.883849

CONTROL GAIN = 1.00
WAVE NUMBER =.10000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61780E+00	.94575E+00	.29635E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.95681E+00	.30623E+01	.10617E+02	.27078E+01	.78021E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	2.764446	1.029070	0.005113
157.000000	4.115517	1.347707	0.032463
235.500000	4.671564	1.619152	0.085946
314.000000	5.085283	1.777737	0.138997
392.500000	5.630541	1.734595	0.162331
510.250000	7.039822	0.825724	0.216180
605.959961	8.828053	0.868258	0.456969

```
CONTROL GAIN = 1.00
WAVE NUMBER =.20000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
   .29319E+00  .88392E+00  .14066E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE      ROLL          YAW
   .15171E+00  .85362E+00  .21444E+01  .27357E+00  .10874E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION            CS            CBM            CTM
        78.500000         1.134851      0.428890       0.002065
       157.000000         1.027805      0.417080       0.045517
       235.500000         0.419911      0.334555       0.113475
       314.000000         1.576807      0.669204       0.106022
       392.500000         2.747778      0.669425       0.027104
       510.250000         2.088320      0.384631       0.089759
       605.959961         1.568931      0.345990       0.061418


CONTROL GAIN = 1.00
WAVE NUMBER =.30000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
   .10961E+00  .74178E+00  .52583E-02

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE      ROLL          YAW
   .69888E-01  .45828E+00  .11000E+01  .93563E-01  .38920E-01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION            CS            CBM            CTM
        78.500000         0.746151      0.289295       0.001589
       157.000000         0.820849      0.106886       0.077070
       235.500000         1.718292      0.512115       0.080923
       314.000000         1.714957      0.575279       0.052645
       392.500000         0.507745      0.587583       0.110879
       510.250000         2.346483      0.154464       0.063739
       605.959961         0.666339      0.220805       0.046188
```

```
CONTROL GAIN = 1.00
WAVE NUMBER =.40000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
       GY           GN           GL
   .24458E+00   .63639E+00   .11734E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP      YAW RATE     ROLL RATE       ROLL          YAW
   .42791E-01   .29151E+00   .69200E+00   .44145E-01   .18567E-01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION            CS              CBM              CTM
         78.500000        0.577479         0.218872         0.001333
        157.000000        1.283806         0.331974         0.075648
        235.500000        1.408186         0.440649         0.058007
        314.000000        1.231693         0.409548         0.084582
        392.500000        1.844090         0.429579         0.074097
        510.250000        2.016289         0.109567         0.049761
        605.959961        0.334192         0.149185         0.026307


CONTROL GAIN = 1.00
WAVE NUMBER =.50000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
       GY           GN           GL
   .36215E+00   .52871E+00   .17374E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP      YAW RATE     ROLL RATE       ROLL          YAW
   .28806E-01   .19294E+00   .45815E+00   .23381E-01   .98313E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION            CS              CBM              CTM
         78.500000        0.587817         0.207938         0.001103
        157.000000        1.309130         0.424359         0.056520
        235.500000        1.109384         0.128790         0.090783
        314.000000        1.597287         0.391502         0.063433
        392.500000        1.537951         0.346731         0.058937
        510.250000        1.180824         0.242600         0.049153
        605.959961        0.282871         0.089903         0.007541
```

CONTROL GAIN = 1.00
WAVE NUMBER =.60000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.51347E+00	.45648E+00	.24634E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.24027E-01	.13653E+00	.31816E+00	.13531E-01	.57977E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.643871	0.224073	0.000919
157.000000	1.160705	0.337057	0.048572
235.500000	1.548003	0.436300	0.079713
314.000000	1.144318	0.294887	0.071796
392.500000	1.014178	0.365458	0.068160
510.250000	0.342652	0.314417	0.034207
605.959961	0.559238	0.026384	0.035332

CONTROL GAIN = 1.00
WAVE NUMBER =.70000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.65821E+00	.39145E+00	.31577E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.21951E-01	.96815E-01	.21346E+00	.77820E-02	.35238E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.672964	0.236792	0.000720
157.000000	1.042583	0.221872	0.037322
235.500000	1.341129	0.249397	0.079499
314.000000	1.739594	0.330599	0.107653
392.500000	1.996907	0.241195	0.116011
510.250000	1.335586	0.276931	0.090908
605.959961	0.910171	0.058437	0.083063

CONTROL GAIN = 1.00
WAVE NUMBER =.80000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.70105E+00	.40424E+00	.33632E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.20828E-01	.85142E-01	.17422E+00	.55582E-02	.27115E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.710651	0.255797	0.000671
157.000000	1.119725	0.286292	0.016938
235.500000	1.157343	0.230762	0.019276
314.000000	1.079087	0.271257	0.014323
392.500000	0.966950	0.333328	0.007527
510.250000	2.054621	0.174318	0.157054
605.559561	1.062377	0.109415	0.126236

CONTROL GAIN = 1.00
WAVE NUMBER =.90000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.83025E+00	.53478E+00	.39831E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.23639E-01	.99102E-01	.19222E+00	.54519E-02	.28055E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.768290	0.286460	0.000833
157.000000	1.374792	0.444364	0.028223
235.500000	1.736910	0.497258	0.073291
314.000000	1.772249	0.437751	0.107683
392.500000	1.406672	0.437562	0.119757
510.250000	2.502272	0.059268	0.097271
605.559561	1.277543	0.154797	0.094419

CONTROL GAIN = 1.00
WAVE NUMBER =.10000E+00

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.12199E+01	.85951E+00	.58506E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.32686E-01	.14363E+00	.27620E+00	.70504E-02	.36595E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.807783	0.313902	0.001330
157.000000	1.177675	0.391520	0.054205
235.500000	0.619539	0.263421	0.100758
314.000000	1.559916	0.635731	0.082192
392.500000	2.848248	0.619200	0.054678
510.250000	2.838743	0.231666	0.080567
605.999961	2.083281	0.307855	0.114761

CONTROL GAIN = 2.00
WAVE NUMBER =.10000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61056E+00	.66185E+00	.29296E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19540E+01	.15719E-02	.48586E-03	.12230E+00	.40049E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.652624	0.237165	0.000000
157.000000	1.081154	0.283312	0.015531
235.500000	1.203919	0.191147	0.020300
314.000000	1.208793	0.063820	0.018947
392.500000	1.155873	0.065667	0.014725
510.250000	0.939482	0.220889	0.000940
605.959961	0.570731	0.244694	0.019890

CONTROL GAIN = 2.00
WAVE NUMBER =.20000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61056E+00	.66184E+00	.29291E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19538E+01	.31440E-02	.97271E-03	.12243E+00	.40051E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.652671	0.237183	0.000000
157.000000	1.081226	0.283337	0.015533
235.500000	1.204036	0.191191	0.020308
314.000000	1.208967	0.063927	0.018966
392.500000	1.156153	0.065702	0.014771
510.250000	0.940000	0.220854	0.001821
605.959961	0.571761	0.244655	0.019961

CONTROL GAIN = 2.00
WAVE NUMBER =.30000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61046E+00	.66184E+00	.29287E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19535E+01	.47165E-02	.14616E-02	.12265E+00	.40056E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.652818	0.237238	0.000000
157.000000	1.081465	0.283411	0.015537
235.500000	1.204360	0.191285	0.020324
314.000000	1.209392	0.064112	0.019001
392.500000	1.156748	0.065766	0.014851
510.250000	0.940967	0.220819	0.002713
605.959961	0.573540	0.244617	0.020080

CONTROL GAIN = 2.00
WAVE NUMBER =.40000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61036E+00	.66186E+00	.29282E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19531E+01	.62898E-02	.19536E-02	.12295E+00	.40063E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.653063	0.237330	0.000000
157.000000	1.081861	0.283531	0.015545
235.500000	1.204888	0.191427	0.020347
314.000000	1.210060	0.064374	0.019052
392.500000	1.157653	0.065859	0.014963
510.250000	0.942379	0.220783	0.003608
605.959961	0.576056	0.244579	0.020246

```
CONTROL GAIN = 2.00
WAVE NUMBER =.50000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
   .61026E+00  .66189E+00  .29277E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE      ROLL          YAW
   .19526E+01  .78639E-02  .24497E-02  .12335E+00  .40071E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION            CS            CBM            CTM
      78.500000        0.653406       0.237458       0.000000
     157.000000        1.082419       0.283697       0.015555
     235.500000        1.205618       0.191619       0.020378
     314.000000        1.210970       0.064712       0.019117
     392.500000        1.158864       0.065981       0.015107
     510.250000        0.944231       0.220746       0.004504
     605.959961        0.579298       0.244540       0.020458


CONTROL GAIN = 2.00
WAVE NUMBER =.60000E-04

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
   .61015E+00  .66194E+00  .29272E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE      ROLL          YAW
   .19521E+01  .94393E-02  .29509E-02  .12383E+00  .40082E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION            CS            CBM            CTM
      78.500000        0.653846       0.237622       0.000000
     157.000000        1.083136       0.283909       0.015569
     235.500000        1.206549       0.191859       0.020416
     314.000000        1.212121       0.065124       0.019197
     392.500000        1.160381       0.066131       0.015281
     510.250000        0.946520       0.220708       0.005399
     605.959961        0.583251       0.244501       0.020713
```

CONTROL GAIN = 2.00
WAVE NUMBER = .70000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61005E+00	.66201E+00	.29267E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19515E+01	.11016E-01	.34582E-02	.12440E+00	.40095E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.654384	0.237822	0.000000
157.000000	1.084010	0.284167	0.015585
235.500000	1.207680	0.192147	0.020462
314.000000	1.213512	0.065610	0.019292
392.500000	1.162201	0.066310	0.015484
510.250000	0.949239	0.220669	0.006294
605.959961	0.587895	0.244461	0.021011

CONTROL GAIN = 2.00
WAVE NUMBER = .80000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60954E+00	.66208E+00	.29261E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19508E+01	.12594E-01	.39726E-02	.12505E+00	.40110E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.655014	0.238057	0.000000
157.000000	1.085037	0.284469	0.015604
235.500000	1.209004	0.192482	0.020515
314.000000	1.215137	0.066165	0.019401
392.500000	1.164316	0.066516	0.015715
510.250000	0.952381	0.220630	0.007187
605.959961	0.593210	0.244421	0.021349

CONTROL GAIN = 2.00
WAVE NUMBER =.90000E-04

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60983E+00	.66218E+00	.29256E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19501E+01	.14175E-01	.44950E-02	.12579E+00	.40127E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.655739	0.238326	0.000000
157.000000	1.086219	0.284817	0.015626
235.500000	1.210526	0.192865	0.020575
314.000000	1.216995	0.066789	0.019524
392.500000	1.166727	0.066750	0.015972
510.250000	0.955940	0.220589	0.008080
605.959961	0.599175	0.244380	0.021725

CONTROL GAIN = 2.00
WAVE NUMBER =.10000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60972E+00	.66225E+00	.29251E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19493E+01	.15757E-01	.50263E-02	.12660E+00	.40146E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.656558	0.238631	0.000000
157.000000	1.087554	0.285208	0.015650
235.500000	1.212238	0.193293	0.020642
314.000000	1.219084	0.067479	0.019660
392.500000	1.169428	0.067010	0.016255
510.250000	0.959908	0.220547	0.008971
605.959961	0.605764	0.244339	0.022138

CONTROL GAIN = 2.00
WAVE NUMBER =.20000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60855E+00	.66422E+00	.29195E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19379E+01	.31753E-01	.10997E-01	.13869E+00	.40450E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.669553	0.243458	0.000000
157.000000	1.108755	0.291394	0.016033
235.500000	1.239287	0.199927	0.021669
314.000000	1.251801	0.077395	0.021679
392.500000	1.211231	0.070974	0.020151
510.250000	1.019936	0.220081	0.017796
605.959961	0.700148	0.243899	0.027781

CONTROL GAIN = 2.00
WAVE NUMBER =.30000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60734E+00	.66763E+00	.29137E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19203E+01	.48214E-01	.18544E-01	.15613E+00	.40946E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.690015	0.251050	0.000000
157.000000	1.142145	0.301083	0.016631
235.500000	1.281615	0.210092	0.023219
314.000000	1.302605	0.090927	0.024569
392.500000	1.275225	0.076915	0.025169
510.250000	1.108882	0.219520	0.026386
605.959961	0.828241	0.243384	0.035007

```
CONTROL GAIN = 2.00
WAVE NUMBER =.40000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
    .60611E+00  .67249E+00  .29078E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE     ROLL         YAW
    .18972E+01  .65337E-01  .27934E-01  .17660E+00  .41616E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION            CS              CBM             CTM
       78.500000        0.715768        0.260595        0.000001
      157.000000        1.184151        0.313220        0.017375
      235.500000        1.334583        0.222578        0.025099
      314.000000        1.365805        0.105947        0.027921
      392.500000        1.353838        0.084098        0.030568
      510.250000        1.214911        0.218871        0.034655
      605.959961        0.970067        0.242774        0.042784

CONTROL GAIN = 2.00
WAVE NUMBER =.50000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
    .60491E+00  .67875E+00  .29020E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE     ROLL         YAW
    .18655E+01  .83280E-01  .39194E-01  .19840E+00  .42436E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION            CS              CBM             CTM
       78.500000        0.744517        0.271239        0.000001
      157.000000        1.230999        0.326701        0.018198
      235.500000        1.393380        0.236209        0.027136
      314.000000        1.435636        0.121115        0.031440
      392.500000        1.439771        0.091878        0.035979
      510.250000        1.327995        0.218140        0.042540
      605.959961        1.113428        0.242051        0.050612
```

```
CONTROL GAIN = 2.00
WAVE NUMBER =.60000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
        GY           GN           GL
   .60375E+00   .68635E+00   .28965E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP     YAW RATE    ROLL RATE      ROLL         YAW
   .18379E+01   .10216E+00   .52227E-01   .22044E+00   .43378E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION             CS              CBM             CTM
      78.500000          0.774198        0.282217        0.000002
     157.000000          1.279286        0.340544        0.019040
     235.500000          1.453721        0.250004        0.029198
     314.000000          1.507099        0.135642        0.034937
     392.500000          1.527005        0.099770        0.041218
     510.250000          1.440807        0.217337        0.049998
     605.959961          1.251355        0.241201        0.058246


CONTROL GAIN = 2.00
WAVE NUMBER =.70000E-03

THE FORCING FUNCTION MAGNITUDES ARE:
        GY           GN           GL
   .60266E+00   .69521E+00   .28912E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP     YAW RATE    ROLL RATE      ROLL         YAW
   .18034E+01   .12203E+00   .66899E-01   .24212E+00   .44416E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
        STATION             CS              CBM             CTM
      78.500000          0.803134        0.292908        0.000002
     157.000000          1.326241        0.353960        0.019853
     235.500000          1.512183        0.263224        0.031191
     314.000000          1.576289        0.149072        0.038298
     392.500000          1.611066        0.107432        0.046192
     510.250000          1.548426        0.216474        0.057008
     605.959961          1.379966        0.240219        0.065557
```

CONTROL GAIN = 2.00
WAVE NUMBER =.80000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60166E+00	.70527E+00	.28864E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.17666E+01	.14293E+00	.83083E-01	.26317E+00	.45519E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.830094	0.302857	0.000003
157.000000	1.369819	0.366374	0.020603
235.500000	1.566272	0.275361	0.033057
314.000000	1.640429	0.161157	0.041463
392.500000	1.688923	0.114641	0.050858
510.250000	1.647837	0.215560	0.063568
605.959961	1.497267	0.239109	0.072482

CONTROL GAIN = 2.00
WAVE NUMBER =.90000E-03

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60075E+00	.71644E+00	.28821E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.17283E+01	.16483E+00	.10068E+00	.28354E+00	.46663E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.854249	0.311760	0.000004
157.000000	1.408638	0.377404	0.021270
235.500000	1.614327	0.286098	0.034762
314.000000	1.697717	0.171781	0.044402
392.500000	1.758718	0.121257	0.055205
510.250000	1.737387	0.214606	0.069692
605.959961	1.602442	0.237878	0.078997

CONTROL GAIN = 2.00
WAVE NUMBER =.10000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.59957E+00	.72864E+00	.28783E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.16891E+01	.18769E+00	.11966E+00	.30332E+00	.47820E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.875116	0.319439	0.000006
157.000000	1.441879	0.386826	0.021841
235.500000	1.655387	0.295262	0.036292
314.000000	1.747139	0.180914	0.047108
392.500000	1.819495	0.127205	0.059241
510.250000	1.816387	0.213616	0.075405
605.959961	1.695441	0.236541	0.085102

CONTROL GAIN = 2.00
WAVE NUMBER =.20000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.60042E+00	.88883E+00	.28805E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.13045E+01	.44266E+00	.40969E+00	.51982E+00	.56390E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.914618	0.333503	0.000039
157.000000	1.481856	0.397810	0.022794
235.500000	1.702482	0.308223	0.044185
314.000000	1.842920	0.205594	0.065503
392.500000	1.995697	0.151700	0.088706
510.250000	2.139095	0.202347	0.117918
605.959961	2.129992	0.219566	0.129290

CONTROL GAIN = 2.00
WAVE NUMBER =.30000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61712E+00	.10700E+01	.29606E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.95592E+00	.64362E+00	.10244E+01	.86810E+00	.54660E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.804209	0.292035	0.000148
157.000000	1.239575	0.328300	0.020030
235.500000	1.398894	0.242813	0.048821
314.000000	1.589475	0.169390	0.081069
392.500000	1.851178	0.147635	0.114373
510.250000	2.170668	0.192481	0.153343
605.559561	2.274214	0.194651	0.162380

CONTROL GAIN = 2.00
WAVE NUMBER =.40000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.64448E+00	.12258E+01	.30915E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.60835E+00	.67731E+00	.21449E+01	.13648E+01	.43141E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.663383	0.239121	0.000413
157.000000	0.925644	0.234900	0.017891
235.500000	1.050351	0.160683	0.056018
314.000000	1.417698	0.159436	0.099714
392.500000	1.922850	0.188756	0.144142
510.250000	2.538595	0.198717	0.195497
605.559561	2.777395	0.148928	0.205683

CONTROL GAIN = 2.00
WAVE NUMBER =.50000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.67258E+00	.13310E+01	.32267E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.23363E+00	.51131E+00	.40051E+01	.20403E+01	.26054E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.456905	0.161028	0.000964
157.000000	0.559799	0.116394	0.016971
235.500000	0.902206	0.168855	0.063951
314.000000	1.677668	0.289674	0.119623
392.500000	2.567989	0.338292	0.178215
510.250000	3.639133	0.237832	0.252218
605.959961	4.070953	0.061514	0.277598

CONTROL GAIN = 2.00
WAVE NUMBER =.60000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.69215E+00	.13729E+01	.33206E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.25511E+00	.60545E+00	.71795E+01	.30493E+01	.25709E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.037478	0.003586	0.002074
157.000000	0.454871	0.158499	0.016368
235.500000	1.427497	0.430645	0.070389
314.000000	2.658466	0.630644	0.139807
392.500000	4.057806	0.670002	0.219032
510.250000	5.843296	0.338461	0.337201
605.959961	6.617575	0.126528	0.405529

CONTROL GAIN = 2.00
WAVE NUMBER =.70000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.69712E+00	.13477E+01	.33444E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.94956E+00	.19692E+01	.13300E+02	.48435E+01	.71673E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.990999	0.386760	0.004483
157.000000	1.817941	0.660521	0.015726
235.500000	3.161425	1.082881	0.076846
314.000000	4.910086	1.400835	0.164414
392.500000	7.105391	1.420348	0.276938
510.250000	10.165751	0.604229	0.483844
605.959961	11.662699	0.517211	0.655407

CONTROL GAIN = 2.00
WAVE NUMBER =.80000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.68515E+00	.12592E+01	.32872E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.19088E+01	.46280E+01	.22496E+02	.71696E+01	.14739E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	3.177864	1.206850	0.008666
157.000000	4.845032	1.685754	0.020133
235.500000	6.495617	2.303188	0.095661
314.000000	8.607546	2.768852	0.190768
392.500000	11.545469	2.755655	0.321689
510.250000	16.170893	1.148131	0.638637
605.959961	18.912399	1.234204	1.000337

CONTROL GAIN = 2.00
WAVE NUMBER =.90000E-02

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.65749E+00	.11188E+01	.31543E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.14224E+01	.40702E+01	.16442E+02	.46588E+01	.11522E+01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	3.307787	1.241728	0.007126
157.000000	4.846958	1.633014	0.026030
235.500000	5.746975	2.031952	0.093563
314.000000	6.709463	2.308107	0.154535
392.500000	8.129591	2.273863	0.201162
510.250000	10.875336	1.008864	0.358588
605.559961	13.144466	1.109520	0.667025

CONTROL GAIN = 2.00
WAVE NUMBER =.10000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.61780E+00	.54575E+00	.29639E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.7728 +00	.26211E+01	.95183E+01	.24275E+01	.66779E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	2.412622	0.857061	0.004584
157.000000	3.597662	1.171357	0.028642
235.500000	4.038742	1.381890	0.079553
314.000000	4.298811	1.487326	0.130244
392.500000	4.578722	1.443144	0.150225
510.250000	5.499517	0.709948	0.159573
605.559961	7.028250	0.730363	0.349401

```
CONTROL GAIN = 2.00
WAVE NUMBER =.20000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
   .25315E+00  .88392E+00  .14066E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE     ROLL         YAW
   .14167E+00  .82556E+00  .21006E+01  .26798E+00  .10517E+00

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
         STATION            CS             CBM            CTM
       78.500000         1.114007       0.420709       0.002023
      157.000000         1.017117       0.407246       0.045883
      235.500000         0.476656       0.310316       0.114601
      314.000000         1.533462       0.636330       0.107860
      392.500000         2.638281       0.636358       0.026232
      510.250000         1.981400       0.373381       0.092132
      605.959961         1.397262       0.331174       0.049663


CONTROL GAIN = 2.00
WAVE NUMBER =.30000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
   .10961E+00  .74178E+00  .52583E-02

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
     SIDESLIP    YAW RATE    ROLL RATE     ROLL         YAW
   .67613E-01  .45150E+00  .10901E+01  .92722E-01  .38345E-01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
         STATION            CS             CBM            CTM
       78.500000         0.743482       0.287993       0.001575
      157.000000         0.830583       0.111672       0.077125
      235.500000         1.703632       0.503706       0.080916
      314.000000         1.698411       0.564004       0.052737
      392.500000         0.532746       0.575804       0.112101
      510.250000         2.301491       0.154395       0.062072
      605.959961         0.606895       0.215734       0.042087
```

```
CONTROL GAIN = 2.00
WAVE NUMBER =.40000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
     .24458E+00  .63639E+00  .11734E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP    YAW RATE    ROLL RATE      ROLL          YAW
     .42022E-01  .28907E+00  .68853E+00  .43923E-01  .18412E-01

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION              CS              CBM              CTM
        78.500000          0.578510         0.219122         0.001326
       157.000000          1.281893         0.330991         0.075632
       235.500000          1.405575         0.437231         0.058027
       314.000000          1.229513         0.404051         0.084807
       392.500000          1.834221         0.423927         0.074144
       510.250000          1.992366         0.111295         0.048653
       605.959961          0.310158         0.146867         0.024347


CONTROL GAIN = 2.00
WAVE NUMBER =.50000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
     .36215E+00  .52871E+00  .17374E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP    YAW RATE    ROLL RATE      ROLL          YAW
     .28506E-01  .19190E+00  .45669E+00  .23307E-01  .97785E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION              CS              CBM              CTM
        78.500000          0.588809         0.208348         0.001100
       157.000000          1.306915         0.423239         0.056505
       235.500000          1.111964         0.127333         0.090850
       314.000000          1.595331         0.388788         0.063465
       392.500000          1.530070         0.343851         0.058896
       510.250000          1.170894         0.242278         0.049195
       605.959961          0.282030         0.088861         0.006664
```

```
CONTROL GAIN = 2.00
WAVE NUMBER =.60000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY           GN           GL
     .51347E+00   .45648E+00   .24634E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP     YAW RATE     ROLL RATE       ROLL          YAW
     .23889E-01   .13602E+00   .31745E+00   .13501E-01   .57760E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
           STATION           CS              CBM            CTM
          78.500000       0.644243        0.224260       0.000917
         157.000000       1.160934        0.336918       0.048574
         235.500000       1.545453        0.435014       0.079663
         314.000000       1.143443        0.293173       0.071804
         392.500000       1.018844        0.363716       0.068332
         510.250000       0.349154        0.313741       0.034506
         605.959961       0.560294        0.025959       0.034816


CONTROL GAIN = 2.00
WAVE NUMBER =.70000E-01

THE FORCING FUNCTION MAGNITUDES ARE:
        GY           GN           GL
     .65821E+00   .39145E+00   .31577E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP     YAW RATE     ROLL RATE       ROLL          YAW
     .21878E-01   .96549E-01   .21309E+00   .77687E-02   .35141E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
           STATION           CS              CBM            CTM
          78.500000       0.673021        0.236835       0.000718
         157.000000       1.043350        0.222257       0.037326
         235.500000       1.341840        0.249165       0.079503
         314.000000       1.738777        0.329683       0.107624
         392.500000       1.994212        0.240145       0.115925
         510.250000       1.336372        0.276469       0.090925
         605.959961       0.910056        0.058689       0.082875
```

CONTROL GAIN = 2.00
WAVE NUMBER =.80000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.70105E+00	.40424E+00	.33632E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.20772E-01	.84963E-01	.17397E+00	.55504E-02	.27058E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.710547	0.255760	0.000670
157.000000	1.119617	0.286218	0.016938
235.500000	1.157223	0.230327	0.019290
314.000000	1.078794	0.270456	0.014362
392.500000	0.966160	0.332551	0.007610
510.250000	2.052601	0.174217	0.156994
605.959961	1.061211	0.109473	0.126129

CONTROL GAIN = 2.00
WAVE NUMBER =.90000E-01

THE FORCING FUNCTION MAGNITUDES ARE:

GY	GN	GL
.83025E+00	.53478E+00	.39831E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:

SIDESLIP	YAW RATE	ROLL RATE	ROLL	YAW
.23581E-01	.98937E-01	.19200E+00	.54455E-02	.28008E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:

STATION	CS	CBM	CTM
78.500000	0.768090	0.286371	0.000832
157.000000	1.374202	0.444054	0.028222
235.500000	1.735897	0.496672	0.073284
314.000000	1.771327	0.436963	0.107690
392.500000	1.406360	0.436707	0.119799
510.250000	2.498814	0.059653	0.097136
605.959961	1.274786	0.154661	0.094270

```
CONTROL GAIN = 2.00
WAVE NUMBER =.10000E+00

THE FORCING FUNCTION MAGNITUDES ARE:
        GY          GN          GL
     .12155E+01  .85951E+00  .58506E-01

THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:
      SIDESLIP    YAW RATE    ROLL RATE      ROLL         YAW
     .32615E-01  .14344E+00  .27593E+00  .70436E-02  .36546E-02

THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:
          STATION              CS              CBM              CTM
         78.500000         0.807538         0.313782         0.001329
        157.000000         1.177540         0.391286         0.054208
        235.500000         0.621107         0.262626         0.100790
        314.000000         1.558413         0.634651         0.082223
        392.500000         2.844856         0.618067         0.054568
        510.250000         2.834230         0.231392         0.080382
        605.959961         2.078382         0.307479         0.114399
```

```
      REAL K,KC,KK,KS,IXX,IZZ,IXZ,LCG,LS,K1,K2
      COMPLEX YG,NG,LG,DYG,DNG,DLG,YGS,NGS,YGT,NGT,DYGT,E(23),GY,GN,GL,
     +C(5,5),D(5,5),B(5,5),R(5,1),WA(35),WK(5),DAE(7),DAIE(7),
     +DSHR(7),DBEND(7),DTWIST(7),SHEAR(7),BEND(7),TWIST(7),SEARS
      DIMENSION RMAG(5),RPHASE(5),X(23),Y(23),A(23),DIXZ(8),DHCG(8),
     +XENG(8),ZENG(8),DA(7),DAX(7),DAX2(7),NDIV(9),DM(8),DIXX(8),
     +CSSMAG(7),CBMMAG(7),CTMMAG(7),DIZZ(8)
      DATA KK/.93225/,ETA/.2600/,SS/16866./,LS/665.84/,
     +STK/209.44/,CLAS/1.8310/,CYBT/.14/,S/37914./,CBAR/785./,CS/100./,
     +PI/3.141593/,G/32.174/,K1/.0440/,K2/.9140/
      KC=2.0
      RHO=.002308
      U0=123.
      Q=.5*RHO*U0**2
      BUOY=548642.
      HCG=-37.66
      LCG=364.24
      ALPHA=.0037
      COSA=COS(ALPHA)
      TANA=TAN(ALPHA)
      SECA=1./COSA
      XB=363.01
      ZB=(-HCG+(LCG-XB)*TANA)*COSA
C
C     READ IN AIRSHIP GEOMETRY
C
      READ (5,800)(X(I),I=1,23)
      READ (5,800) (Y(I),I=1,23)
      READ(5,800)(XENG(I),I=1,8)
      READ(5,800)(ZENG(I),I=1,8)
  800 FORMAT(F15.5)
      DO 1 I=1,8
      READ (5,810) DM(I),DIXX(I),DIZZ(I),DIXZ(I),DHCG(I)
  810 FORMAT(5(F10.6))
    1 CONTINUE
      READ(5,800) OMEGA
      IF(OMEGA.LT.0.) GO TO 50
C
C     CALCULATE FORCING FUNCTIONS
C
      DO 5 I=1,23
      A(I)=PI*Y(I)**2
      E(I)=CEXP(CMPLX(0.,-OMEGA*X(I)*COSA))
    5 CONTINUE
      K=OMEGA*CBAR/2.
      KS=OMEGA*CS/2.
      YG=CEXP(CMPLX(0.,-OMEGA*X(17)*COSA))*A(17)
      NG=YG*X(17)
```

```
      DYG=(0.,0.)
      DNG=(0.,0.)
      DO 10 I=1,17
      DYG=DYG+(E(I+1)*A(I+1)+E(I)*A(I))/2.*(X(I+1)-X(I))
      DNG=DNG+((E(I+1)-CMPLX(0.,OMEGA)*COSA*X(I+1)*E(I+1))*A(I+1)
     $+(E(I)-CMPLX(0.,OMEGA)*COSA*X(I)*E(I))*A(I))/2.*(X(I+1)-X(I))
   10 CONTINUE
      YG=2.*(YG+DYG*CMPLX(0.,OMEGA)*COSA)*KK
      NG=2.*(NG+DNG)
      CALL SEARFN(KS,SEARS)
      YGS=SS*CLAS*SEARS*ETA*CEXP(CMPLX(0.,-OMEGA*LS*COSA))
      NGS=YGS*LS
      NGT=(0.,0.)
      YGT=(0.,0.)
      DO 20 I=1,8
      DYGT=STK*CYBT*CEXP(CMPLX(0.,-OMEGA*XENG(I)*COSA))
      YGT=YGT+DYGT
      NGT=NGT+DYGT*XENG(I)
   20 CONTINUE
      YG=YG+YGS+YGT
      NG=NG+NGS+NGT-LCG*YG
      LG=-HCG*YG
      CY=YG/S
      CN=NG/S/CBAR
      CL=LG/S/CBAR
C
C     BEGIN DYNAMICS CALCULATIONS
C
      MASS=17038.6
      IXX=38585100.
      IZZ=471799000.
      IXZ=102129000.
      DO 25 I=1,5
      DO 22 J=1,5
      C(I,J)=(0.,0.)
      D(I,J)=(0.,0.)
   22 CONTINUE
   25 CONTINUE
      C(1,1)=(-.7224,0.)
      C(1,3)=(-.0648,0.)
      C(1,2)=CMPLX(-.3418-4.*MASS/(RHO*S*CBAR),0.)
      C(1,5)=CMPLX(-KC,0.)
      C(2,1)=(-.1710,0.)
      C(2,3)=(-.0150,0.)
      C(2,2)=(-.2352,0.)
      C(2,4)=CMPLX(-XB/CBAR*BUOY/(Q*S),0.)*COSA
      C(2,5)=CMPLX((.350624*KC),0.)
      C(3,1)=(-.0322,0.)
```

```
      C(3,3)=(-.0066,0.)
      C(3,2)=(-.0153,0.)
      C(3,4)=CMPLX(-ZB/CBAR*EUDY/(Q*S),0.)
      C(3,5)=CMPLX((-.048051*KC),0.)
      C(4,3)=(1.,0.0)
      C(4,2)=CMPLX(TANA,0.)
      C(5,2)=CMPLX(SECA,0.)
      D(1,1)=CMPLX(0.,2.*MASS/(RHO*S*CBAR)+.9863)
      D(1,3)=(0.,.0913)
      D(1,2)=(0.,-.0586)
      D(2,1)=(0.,-.0293)
      D(2,3)=CMPLX(0.,-8.*IXZ/(RHO*S*CBAR**3)-.0028)
      D(2,2)=CMPLX(0.,8.*IZZ/(RHO*S*CBAR**3)+.0991)
      D(3,1)=(0.,.0456)
      D(3,3)=CMPLX(0.,IXX*8./(RHO*S*CBAR**3)+.0042)
      D(3,2)=CMPLX(0.,-IXZ*8./(RHO*S*CBAR**3)-.0028)
      D(4,4)=(0.,1.)
      D(5,5)=(0.,1.)
      DO 40 I=1,5
      DO 30 J=1,5
      B(I,J)=C(I,J)-K*D(I,J)
30    CONTINUE
40    CONTINUE
      R(1,1)=GY
      R(2,1)=GN
      R(3,1)=GL
      R(4,1)=(0.,0.)
      R(5,1)=(0.,0.)
      IJOB=0
      IER=0
      N=5
      M=1
      CALL LEQ2C(B,N,N,R,M,N,IJOB,WA,WK,IER)
      GYMAG=CABS(GY)
      GNMAG=CABS(GN)
      GLMAG=CABS(GL)
      DO 45 I=1,5
      RMAG(I)=CABS(R(I,1))
45    CONTINUE
      WRITE (6,700) KC
700   FORMAT (///,' CONTROL GAIN = ',F4.2)
      WRITE (6,901)OMEGA
901   FORMAT(/,' WAVE NUMBER ='E10.5)
      WRITE (6,900)
900   FORMAT(//' THE FORCING FUNDTION MAGNITUDES ARE:'//
     $,11X,'GY',10X,'GN',10X,'GL')
      WRITE(6,910)GYMAG,GNMAG,GLMAG
910   FORMAT(5X,3(2X,E10.5))
```

```
      WRITE(6,905)
905   FORMAT(//,' THE MOTION RESPONSE TRANSFER FUNCTION MAGNITUDES ARE:'
     $,//,8X,'SIDESLIP',4X,'YAW RATE',4X,'ROLL RATE',5X,'ROLL',9X,'YAW')
      WRITE (6,915) (RMAG(I),I=1,5)
915   FORMAT(5X,5(2X,E10.5))
C
C    CALCULATE THE LOADING TRANSFER FUNCTIONS
C
      NDIV(1)=1
      NDIV(2)=4
      NDIV(3)=6
      NDIV(4)=8
      NDIV(5)=10
      NDIV(6)=12
      NDIV(7)=15
      NDIV(8)=18
      NDIV(9)=23
      DO 80 I=1,7
      DA(I)=0.
      DAE(I)=(0.,0.)
      DAIE(I)=(0.,0.)
      DAX(I)=0.
      DAX2(I)=0.
      J1=NDIV(I)
      J2=NDIV(I+1)-1
      DO 70 J=J1,J2
      DX=(X(J+1)-X(J))
      DAE(I)=DAE(I)+(A(J+1)*E(J+1)+A(J)*E(J))/2.*DX
      DA(I)=DA(I)+(A(J+1)+A(J))/2.*DX
      DAX(I)=DAX(I)+(A(J+1)*X(J+1)+A(J)*X(J))/2.*DX
      DAIE(I)=DAIE(I)+(A(J+1)*X(J+1)*E(J+1)+A(J)*X(J)*E(J))/2.*DX
      DAX2(I)=DAX2(I)+(X(J+1)**2*A(J+1)+X(J)**2*A(J))/2.*DX
70    CONTINUE
C
C    SHEAR CALCULATIONS
C
      DSHR(I)=(A(NDIV(I+1))*E(NDIV(I+1))-A(NDIV(I))*E(NDIV(I))+(0.,1.)*
     $OMEGA*COSA*DAE(I))*2.*C*KK
      DSHR(I)=DSHR(I)+2.*Q*KK*R(1,1)*(A(NDIV(I+1))-A(NDIV(I)))
      DSHR(I)=DSHR(I)-Q*KK*4./CBAR*R(2,1)*(A(NDIV(I+1))*(LCG-
     $X(NDIV(I+1)))-A(NDIV(I))*(LCG-X(NDIV(I)))-DA(I))
      DSHR(I)=DSHR(I)+2.*Q*(0.,1.)*OMEGA*R(1,1)*DA(I)*K2
      DSHR(I)=DSHR(I)-C*4./CBAR*K2*(0.,1.)*OMEGA*(LCG*(DA(I)
     $-DAX(I))*R(2,1))
      DSHR(I)=DSHR(I)+C*4./CBAR*R(2,1)*K1*DA(I)
      DSHR(I)=DSHR(I)+COSA*RHO*G*DA(I)*R(4,1)
      DSHR(I)=DSHR(I)+(-U0**2*(0.,1.)*OMEGA*R(1,1)-2./CBAR*(0.,1.)
     $*OMEGA*R(2,1)*(LCG-(X(NDIV(I))+X(NDIV(I+1)))/2.)-2.*U0**2/CBAR
```

```
     $*R(2,1)-G*CCSA*R(4,1))*DM(I)
C
C    BENDING CALCULATIONS
C
      DBEND(I)=LCG*DSHR(I)
      DBEND(I)=DBEND(I)-(X(NDIV(I+1))*A(NDIV(I+1))*E(NDIV(I+1))-X(NDIV(I
     $))*A(NDIV(I))*E(NDIV(I))-DAE(I)+DAIE(I))*2.*Q*KK
      DBEND(I)=DBEND(I)-2.*C*KK*R(1,1)*(X(NDIV(I+1))*A(NDIV(I+1))-
     $X(NDIV(I))*A(NDIV(I))-DA(I))
      DBEND(I)=DBEND(I)+4./CBAR*Q*KK*R(2,1)*(LCG*(X(NDIV(I+1))
     $*A(NDIV(I+1))-X(NDIV(I))*A(NDIV(I)))-X(NDIV(I+1))**2*A(NDIV(I+1))
     $+X(NDIV(I))**2*A(NDIV(I))+2.*DAX(I))
      DBEND(I)=DBEND(I)-2.*C*(0.,1.)*OMEGA*R(1,1)*DAX(I)*K2
      DBEND(I)=DBEND(I)+C*(0.,1.)*OMEGA*4./CBAR*R(2,1)*K2*(LCG*DAX(I)
     $-DAX2(I))
      DBEND(I)=DBEND(I)-4./CBAR*Q*R(2,1)*K1*DAX(I)
      DBEND(I)=DBEND(I)-COSA*R(4,1)*RHO*G*DAX(I)
      DBEND(I)=DBEND(I)+UO**2*(0.,1.)*OMEGA*R(1,1)*(X(NDIV(I+1))
     $+X(NDIV(I)))/2.*DM(I)
      DBEND(I)=DBEND(I)+2./CBAR*UO**2*(0.,1.)*OMEGA*R(2,1)*((LCG
     $*X(NDIV(I+1))-X(NDIV(I+1))**2)+(LCG*X(NDIV(I))-X(NDIV(I))**2))
     $/2.*DM(I)
      DBEND(I)=DBEND(I)+G*COSA*R(4,1)*(X(NDIV(I+1))+X(NDIV(I)))/2.*DM(I)
      DBEND(I)=DBEND(I)+2./CBAR*UO**2*R(2,1)*(X(NDIV(I+1))+X(NDIV(I)))
     $/2.*DM(I)
      DBEND(I)=DBEND(I)+(0.,1.)*OMEGA*2./CBAR*(DIXZ(I)*R(3,1)-DIZZ(I)
     $*R(2,1))
C
C    TWISTING CALCULATIONS
C
      DTWIST(I)=(-DHCG(I))*DSHR(I)+(0.,1.)*OMEGA*2./CBAR*UO**2*(DIXZ(I)
     $*R(2,1)-DIXX(I)*R(3,1))+DHCG(I)*G*DM(I)*COSA*R(4,1)
80    CONTINUE
      DO 110 L=1,7
      SHEAR(L)=(0.,0.)
      BEND(L)=(0.,0.)
      TWIST(L)=(0.,0.)
      DO 90 I=1,L
      SHEAR(L)=SHEAR(L)+DSHR(I)
      BEND(L)=BEND(L)+DBEND(I)
      TWIST(L)=TWIST(L)+DTWIST(I)
90    CONTINUE
      DO 100 J=1,6
      IF(XENG(J).GE.X(NDIV(L+1))) GO TO 100
      YT=Q*STK*CYBT*(CEXP(CMPLX(0.,-OMEGA*XENG(J)*COSA))*R(1,1)
     $-2./CBAR*R(2,1)*(LCG-XENG(J))-2./CBAR*R(3,1)*(HCG-ZENG(J)))
      SHEAR(L)=SHEAR(L)-YT
      BEND(L)=BEND(L)+(X(NDIV(L+1))-XENG(J))*YT
```

```
      TWIST(I)=TWIST(L)-ZENG(J)*YT                                      THE02410
100   CONTINUE                                                          THE02420
      CSSMAG(L)=CABS(SHEAR(L)*2./(Q*S))                                 THE02430
      CBMMAG(L)=CABS(BEND(L)*2./(Q*S*CBAR))                             THE02440
      CTMMAG(L)=CABS(TWIST(L)*2./(Q*S*CBAR))                            THE02450
110   CONTINUE                                                          THE02460
      WRITE(6,950)                                                      THE02470
950   FORMAT(//,' THE FORCE AND MOMENT COEFFICIENT MAGNITUDES ARE:      THE02480
     $',//,12X,'STATION',11X,'CS',12X,'CBM',13X,'CTM')                  THE02490
      DO 120 I=1,7                                                      THE02500
      WRITE(6,960) X(NDIV(I+1)),CSSMAG(I),CBMMAG(I),CTMMAG(I)           THE02510
960   FORMAT(5X,4(5X,F10.6))                                            THE02520
120   CONTINUE                                                          THE02530
      GO TO 1                                                           THE02540
50    CONTINUE                                                          THE02550
      STOP                                                              THE02560
      END                                                               THE02570
      SUBROUTINE SEARFN (RFFIN,SEARS)                                   THE02580
C                                                                       THE02590
C    THIS SUBRUOTINE CALCULATES THE SEARS FUNCTION CORRECTED FOR        THE02600
C    ASPECT RATIO                                                       THE02610
C                                                                       THE02620
      IMPLICIT REAL*8 (A-H,O-Z)                                         THE02630
      COMPLEX*16 SEARSC,ENUK,GKAR,GAMHAT,FILGFN                         THE02640
      COMPLEX*16 DCMPLX                                                 THE02650
      COMPLEX SEARS                                                     THE02660
      IF (RFFIN) 72,72,73                                               THE02670
72    SEARS=DCMPLX(1.0D0,0.0D0)                                         THE02680
      GO TO 71                                                          THE02690
73    RF1=RFFIN/3.0                                                     THE02700
      BESSJ0=1.0-2.250*(RF1**2)+1.26562*(RF1**4)-.31639*(RF1**6)        THE02710
     $+.04445*(RF1**8)-.00394*(RF1**10)                                 THE02720
      BESSJ1=RFFIN*(.50-.56250*(RF1**2)+.21094*(RF1**4)-.03945*(RF1**6) THE02730
     $+.00443*(RF1**8))                                                 THE02740
      BESSY0=.63662*DLOG(.5*RFFIN)*BESSJ0+.36747+.60559*(RF1**2)        THE02750
     $-.74350*(RF1**4)+.25300*(RF1**6)-.04261*(RF1**8)                  THE02760
      BESSY1=.63662*DLOG(.5*RFFIN)*BESSJ1-(1.0/RFFIN)*(.63662           THE02770
     $-.22121*(RF1**2)-2.16827*(RF1**4)+1.31648*(RF1**6)                THE02780
     $-.31240*(RF1**8))                                                 THE02790
      AR=1.87                                                           THE02800
      RF2=RFFIN*AR/3.75                                                 THE02810
      BESSI1=RFFIN*AR*(.50+.87891*(RF2**2)+.51499*(RF2**4)              THE02820
     $+.15085*(RF2**6)+.02659*(RF2**8))                                 THE02830
      RF3=RFFIN*AR/2.0                                                  THE02840
      BESSK1=DLOG(RF3)*BESSI1+(1.0/(RFFIN*AR))*(1.0+.15443*(RF3**2)     THE02850
     $-.67279*(RF3**$4)-.18157*(RF3**6)-.01919*(RF3**8)                 THE02860
     $-.00110*(RF3**10))                                                THE02870
      RF4=RFFIN*AR                                                      THE02880
```

```
      STRUL1=.63662*(.33333*(RF4**2)+.02222*(RF4**4)                    THE02890
     $+.000635*(RF4**6)+.000010078*(RF4**8)+.0000001018*(RF4**10)       THE02900
     $+.JOCCC0000071188*(RF4**12))                                      THE02910
      SEARSO=2.0/(3.14159*RFFIN*DCMPLX(BESSJ0-BESSY1,-BESSJ1-BESSY0))   THE02920
      EMUK=.5*SEARSO*DCMPLX(BESSJ0,-BESSJ1)                             THEC2930
      GKAR=DCMPLX(BESSK1,-(1.0-1.5708O*(STRUL1-BESSI1)))                THE02940
      GAMHAT=1.0/(1.0+4.0*RFFIN*EMUK*GKAR)                              THE02950
      SEARS=SEARSO*GAMHAT                                               THEC2960
 71   RETURN                                                            THE02970
      END                                                               THEC2980
```

```
      REAL*8 EPS,XL,XR,XAPP,F
      REAL*4 I3(8),MQ(8),MQDCT(8),LKEEL(8),MFRAME(8),LK,
     $IXZTOT,IXZFIN,IXXFIN,IYYFIN,IZZFIN,IXXTCT,IYYTOT,IZZTOT,
     $IXX(8),IYY(8),IZZ(8),IXZ(8),IXXF(8),IYYF(8),IZZF(8)
      DIMENSION SIXXE(8),SIYYE(8),SIZZE(8),X(100),Y(100),NDIV(9),
     $VCENTR(8),ASURF(8),APRCJ(8),XBARH(8),ZBARH(8),XBARA(8),ZBARA(8),
     $VHEL(8),VAIR(8),CAPRCJ(8),XBARF(8),XKEEL(8),WK(8),XK(8),XENG(5),
     $YENG(5),ZENG(5),XE(5,8),YE(5,8),ZE(5,8),WE(5,8),XCG(8),YCG(8),
     $ZCG(8),CWTOT(8),EUCY(8),VOL(8),DHEL(100),DAIR(100),HP[illegible]00),
     $HAIR(100)
      COMMON/AIR/X,Y,VCLAIR,W
      EXTERNAL F
      M=8
      N=23
      READ (5,900) (X(I),I=1,N)
      READ (5,900) (Y(I),I=1,N)
  900 FORMAT(F10.3)
      PI=3.1415927
C
C     THE HULL IS DIVIDED INTO M SEGMENTS...THE BOUNDRIES OF EACH
C     ARE DEFINED AS NDIV(I)
C
      NDIV(1)=1
      NDIV(2)=4
      NDIV(3)=6
      NDIV(4)=8
      NDIV(5)=10
      NDIV(6)=12
      NDIV(7)=15
      NDIV(8)=18
      NDIV(9)=N
C
C     FOR THE AERODYNAMIC MODEL IT IS NECESSARY TO FIND THE FOLLOWING
C     GEOMETRIC PARAMETERS FOR EACH OF THE M HULL SECTIONS...
C     VOLUME, PROJECTED AREA, SURFACE AREA, CENTER OF PROJECTED
C     AREA, I3, MQDCT, AND MQ
C
      DO 10 J=1,M
      SUM1=0.
      SUM2=0.
      SUM3=0.
      SUM4=0.
      K1=NDIV(J)
      K2=NDIV(J+1)-1
      DO 20 I=K1,K2
      DELTAX=X(I+1)-X(I)
      SUM1=SUM1+PI/2.*(Y(I)**2+Y(I+1)**2)*DELTAX
      SUM2=SUM2+(Y(I)+Y(I+1))*DELTAX
```

```
      SUM3=SUM3+PI*DELTAX*(X(I)*Y(I)**2+X(I+1)*Y(I+1)**2)/2.            AKR00490
      SUM4=SUM4+(X(I)*Y(I)+X(I+1)*Y(I+1))*DELTAX                        AKR00500
C                                                                       AKR00510
C    THE NEXT 4 VARIABLES ARE USED LATER IN THE INERTIA CALCULATIONS   AKR00520
C                                                                       AKR00530
      HAIR(I)=0.                                                        AKR00540
      DAIR(I)=0.                                                        AKR00550
      CHEL(I)=PI/2.*(Y(I)**2+Y(I+1)**2)*DELTAX                          AKR00560
      HHEL(I)=0.                                                        AKR00570
   20 CONTINUE                                                          AKR00580
      VOL(J)=SUM1                                                       AKR00590
      APROJ(J)=SUM2                                                     AKR00600
      ASURF(J)=PI*SUM2                                                  AKR00610
      VCENTR(J)=SUM3/VOL(J)                                             AKR00620
      CAPRCJ(J)=SUM4/APROJ(J)                                           AKR00630
   10 CONTINUE                                                          AKR00640
      DO 30 J=1,M                                                       AKR00650
      SUM5=0.                                                           AKR00660
      SUM6=0.                                                           AKR00670
      SUM7=0.                                                           AKR00680
      K1=NDIV(J)                                                        AKR00690
      K2=NDIV(J+1)-1                                                    AKR00700
      DO 40 I=K1,K2                                                     AKR00710
      DELTAX=X(I+1)-X(I)                                                AKR00720
      DELTAA=PI*(Y(I+1)**2-Y(I)**2)                                     AKR00730
      DX1=X(I)-VCENTR(J)                                                AKR00740
      DX2=X(I+1)-VCENTR(J)                                              AKR00750
      SUM5=SUM5+(DX1+DX2)/2.*DELTAA                                     AKR00760
      SUM6=SUM6+PI*DELTAX*(DX1**2*Y(I)**2+DX2**2*Y(I+1)**2)/2.          AKR00770
      SUM7=SUM7+(DX1**2+DX2**2)/2.*DELTAA                               AKR00780
   40 CONTINUE                                                          AKR00790
      I3(J)=SUM5                                                        AKR00800
      MQDOT(J)=SUM6                                                     AKR00810
      MQ(J)=SUM7                                                        AKR00820
   30 CONTINUE                                                          AKR00830
      WRITE (6,201)                                                     AKR00840
      WRITE(6,202) (VOL(I),I=1,M)                                       AKR00850
      WRITE(6,203) (ASURF(I),I=1,M)                                     AKR00860
      WRITE (6,204) (APROJ(I),I=1,M)                                    AKR00870
      WRITE (6,205) (VCENTR(I),I=1,M)                                   AKR00880
      WRITE(6,206) (CAPRCJ(I),I=1,M)                                    AKR00890
      WRITE(6,207) (I3(I),I=1,M)                                        AKR00900
      WRITE(6,208) (MQDOT(I),I=1,M)                                     AKR00910
      WRITE(6,209) (MQ(I),I=1,M)                                        AKR00920
  201 FORMAT(////,57X,'AKRON     ',//,2X,'SEGMENT NUMBER',6X,'1',12X,   AKR00930
     +'2',12X,'3',12X,'4',12X,'5',12X,'6',12X,'7',12X,'8')             AKR00940
  202 FORMAT(//,2X,'VOLUME',8X,8(1X,E12.6))                             AKR00950
  203 FORMAT(//,2X,'SURFACE AREA',2X,8(1X,E12.6))                       AKR00960
```

```
204   FORMAT(//,2X,'PROJECTED AREA',8(1X,E12.6))
205   FORMAT(//,2X,'CENTER OF VOL',1X,8(1X,E12.6))
206   FORMAT(//,2X,'CENTER OF PA',2X,8(1X,E12.6))
207   FORMAT(//,2X,'I3',12X,8(1X,E12.5))
208   FORMAT(//,2X,'-MODOT/K3/RHO',1X,8(1X,E12.6))
209   FORMAT(//,2X,'-MC/2/C/K*U',3X,8(1X,E12.5))
      VOLUME=0.
      SURFAC=0.
      DO 50 J=1,M
      VOLUME=VOLUME+VOL(J)
      SURFAC=SURFAC+ASURF(J)
50    CONTINUE
C
C    THE SHEAR AND BENDING MOMENTS DEPEND ON THE MASSES AND MOMENTS OF
C    INERTIA FOR EACH SEGMENT.  THE TOTAL WEIGHT OF THE AIRSHIP MUST BE
C    KNOWN.
C    W=WEIGHT OF FRAME+ENGINES+FINS+KEEL+HELIUM+AIR    (LBS)
C
      WFRAME=259823.*.0153114*32.2
      WENGS=118.82*32.2*4.
      WFINS=121.118*32.2
      WKEEL=8152.2*32.2
      WTOT=WFRAME+WENGS+WFINS+WKEEL
      XFINS=667.49
C
C    CAN NOW SOLVE FOR THE VOLUMES OF AIR AND HELIUM IN EACH SEGMENT.
C
      RHOAIR=.002308
      RHOHEL=.000358449
      VOLAIR=VOLUME-WTOT/32.2/(RHOAIR-RHOHEL)
      VOLHEL=VOLUME-VOLAIR
      WRITE(6,210) VOLHEL,VOLAIR,VOLUME
210   FORMAT(//,10X,'HELIUM VOLUME = ',E14.6,//,10X,'AIR VOLUME = ',
     +E14.6,//,10X,'TOTAL VOLUME = ',E14.6,//)
C
C    NOW MUST ITTERATE TO FIND A DISTANCE D SUCH THAT THE VOLUME OF AIR
C    BELOW IT EQUALS 'VOLAIR'.
C
      EPS=1.
      NSIG=5
      XL=30.
      XR=45.
      ITMAX=100
      CALL ZFALSE(F,EPS,NSIG,XL,XR,XAPP,ITMAX,IER)
      D=XAPP
C
C    NOW KNOWING D, IT IS POSSIBLE TO CALCULATE THE QUANTITY OF AIR IN A
C    SEGMENT.
```

```
C     VAIR(I)=VOLUME OF AIR IN THE I'TH SEGMENT
C     XBARA(I)=DISTANCE FROM NOSE FO CG OF AIR IN THE I'TH SEGMENT
C     ZBARA(I)=DISTANCE FROM CENTER LINE TO AIR CG
C     SIMILAR CONVENTION FOR HELIUM
C
      DO 100 J=1,M
      SUM9=0.
      SUM10=0.
      SUM11=0.
      K1=NDIV(J)
      K2=NDIV(J+1)-1
      DO 110 I=K1,K2
      IF (Y(I).LT.D)GO TO 110
      IF(Y(I+1).LT.D)GO TO 110
      ALPHA1=ARCOS(D/Y(I))
      ALPHA2=ARCOS(D/Y(I+1))
      A1=Y(I)**2/2.*(2.*ALPHA1-SIN(2.*ALPHA1))
      A2=Y(I+1)**2/2.*(2.*ALPHA2-SIN(2.*ALPHA2))
      DELTAX=X(I+1)-X(I)
      B1=2./3.*(Y(I)*SIN(ALPHA1))**3
      B2=2./3.*(Y(I+1)*SIN(ALPHA2))**3
      SUM9=SUM9+(A1+A2)/2.*DELTAX
      SUM10=SUM10+(B1+B2)/2.*DELTAX
      SUM11=SUM11+(X(I)*A1+X(I+1)*A2)/2.*DELTAX
C
C     STORE THE AMMOUNT OF HELIUM AND AIR IN EACH SETION FOR LATER USE
C     IN THE INERTIA CALCULATIONS.
C
      DAIR(I)=(A1+A2)/2.*DELTAX
      DHEL(I)=PI*(Y(I)**2+Y(I+1)**2)/2.*DELTAX-DAIR(I)
      HAIR(I)=(B1+B2)/2.*DELTAX/DAIR(I)
      HHEL(I)=-DAIR(I)*HAIR(I)/DHEL(I)
  110 CONTINUE
      VAIR(J)=SUM9
      VHEL(J)=VOL(J)-VAIR(J)
      IF(VAIR(J).EQ.0.)GO TO 111
      ZBARA(J)=SUM10/VAIR(J)
      ZBARH(J)=VAIR(J)*ZBARA(J)/(VAIR(J)-VOL(J))
      XBARA(J)=SUM11/VAIR(J)
      XBARH(J)=(VOL(J)*VCENTR(J)-XBARA(J)*VAIR(J))/VHEL(J)
      GO TO 100
  111 CONTINUE
      XBARA(J)=0.
      XBARH(J)=VCENTR(J)
      ZBARA(J)=0.
      ZBARH(J)=0.
  100 CONTINUE
      WRITE(6,211) D
```

```
      WRITE(6,212) (VAIR(J),J=1,M)                                      AKR01930
      WRITE(6,213) (VHEL(J),J=1,M)                                      AKR01940
      WRITE(6,214) (XBARA(J),J=1,M)                                     AKR01950
      WRITE(6,215) (XBARH(J),J=1,M)                                     AKR01960
      WRITE(6,216) (ZBARA(J),J=1,M)                                     AKR01970
      WRITE(6,217) (ZBARH(J),J=1,M)                                     AKR01980
211   FORMAT(//,10X,'DSTANCE FROM CENTER LINE TO TOP OF AIR LAYER =',   AKR01990
     +F5.2,' FT ')                                                      AKR02000
212   FORMAT(//,2X,'AIR VOLUME',4X,8(1X,E12.6))                         AKR02010
213   FORMAT(//,2X,'HEL VOLUME',4X,8(1X,E12.6))                         AKR02020
214   FORMAT(//,2X,'XBAR AIR',6X,8(1X,E12.6))                           AKR02030
215   FORMAT(//,2X,'XBAR HEL',6X,8(1X,E12.6))                           AKR02040
216   FORMAT(//,2X,'ZBAR AIR',6X,8(1X,E12.6))                           AKR02050
217   FORMAT(//,2X,'ZBAR HEL',6X,8(1X,E12.5))                           AKR02060
C                                                                       AKR02070
C    NOW FIND THE ENGINE WEIGHT IN EACH SEGMENT                         AKR02080
C                                                                       AKR02090
      XENG(1)=322.8                                                     AKR02100
      XENG(2)=322.8                                                     AKR02110
      XENG(3)=475.2                                                     AKR02120
      XENG(4)=475.2                                                     AKR02130
      YENG(1)=62.6                                                      AKR02140
      YENG(2)=-62.6                                                     AKR02150
      YENG(3)=60.                                                       AKR02160
      YENG(4)=-60.                                                      AKR02170
      ZENG(1)=47.2                                                      AKR02180
      ZENG(2)=47.2                                                      AKR02190
      ZENG(3)=46.                                                       AKR02200
      ZENG(4)=46.                                                       AKR02210
      DO 170 J=1,4                                                      AKR02220
      DO 170 K=1,M                                                      AKR02230
      YE(J,K)=0.                                                        AKR02240
      XE(J,K)=0.                                                        AKR02250
      ZE(J,K)=0.                                                        AKR02260
      WE(J,K)=0.                                                        AKR02270
170   CONTINUE                                                          AKR02280
      DO 180 J=1,M                                                      AKR02290
      NE=0                                                              AKR02300
      DO 180 K=1,4                                                      AKR02310
      IF((XENG(K).LT.X(NDIV(J))).OR.(XENG(K).GT.X(NDIV(J+1)))) GO TO 180AKR02320
      NE=NE+1                                                           AKR02330
      XE(NE,J)=XENG(K)                                                  AKR02340
      YE(NE,J)=YENG(K)                                                  AKR02350
      ZE(NE,J)=ZENG(K)                                                  AKR02360
      WE(NE,J)=WENGS/4.                                                 AKR02370
180   CONTINUE                                                          AKR02380
C                                                                       AKR02390
C    THE FRAME MASS IS ASSUMED TO BE CONCENTRATED IN THE SHELL AND SO   AKR02400
```

```
C     THE MOMENT ON INERTIA CAN BE CALCULATED USING THE SHELL DENSITY SDENAKR02410
C                                                                       AKR02420
      SDEN=WFRAME/32.2/SURFAC                                           AKR02430
      DO 120 J=1,M                                                      AKR02440
      MFRAME(J)=SDEN*ASURF(J)                                           AKR02450
      XBARF(J)=CAPROJ(J)                                                AKR02460
  120 CONTINUE                                                          AKR02470
C                                                                       AKR02480
C     CALCULATE THE BUOYANT FORCES                                      AKR02490
C                                                                       AKR02500
      BSUM=0.                                                           AKR02510
      CBX=0.                                                            AKR02520
      DO 320 I=1,M                                                      AKR02530
      BUOY(I)=RHOAIR*VOL(I)*32.2                                        AKR02540
      BSUM=BSUM+BUOY(I)                                                 AKR02550
      CBX=CBX+BUOY(I)*VCENTR(I)                                         AKR02560
  320 CONTINUE                                                          AKR02570
      CBX=CBX/BSUM                                                      AKR02580
C                                                                       AKR02590
C     SOLVES FOR THE POSITION OF THE KEEL SO THAT THE CG LIES UNDER THE AKR02600
C     CENTER OF BUOYANCY                                                AKR02610
C                                                                       AKR02620
      XCEG=0.                                                           AKR02630
      EMTOT=0.                                                          AKR02640
      DO 312 I=1,M                                                      AKR02650
      CMHEL=VHEL(I)*RHOHEL                                              AKR02660
      CMAIR=VAIR(I)*RHOAIR                                              AKR02670
      CMFRAM=MFRAME(I)                                                  AKR02680
      EMXE=0.                                                           AKR02690
      CMENGS=0.                                                         AKR02700
      DO 325 J=1,4                                                      AKR02710
      CMENGS=CMENGS+WE(J,I)/32.2                                        AKR02720
  325 EMXE=EMXE+WE(J,I)*XE(J,I)/32.2                                    AKR02730
      CMTOT=CMHEL+CMAIR+CMFRAM+CMENGS                                   AKR02740
      XCEG=XCEG+CMHEL*XBARH(I)+CMAIR*XBARA(I)+CMFRAM*XBARF(I)+EMXE      AKR02750
      EMTOT=EMTOT+CMHEL+CMAIR+CMFRAM+CMENGS                             AKR02760
  312 CONTINUE                                                          AKR02770
      XCEG=XCEG+WFINS/32.2*XFINS                                        AKR02780
      EMTOT=EMTOT+WFINS/32.2                                            AKR02790
      CKEEL=((EMTOT+WKEEL/32.2)*CBX-XCEG)/(WKEEL/32.2)                  AKR02800
C                                                                       AKR02810
C     NEXT FIND THE PORTION OF THE KEEL IN EACH SEGMENT                 AKR02820
C     LENGTH OF KEEL = TWICE THE DISTANCE FROM THE CONTROL CAR TO THE CB AKR02830
C                                                                       AKR02840
      LK=466.07                                                         AKR02850
      ZKEEL=66.                                                         AKR02860
      SKEEL=CKEEL-LK/2.                                                 AKR02870
      FKEEL=CKEEL+LK/2.                                                 AKR02880
```

```
      IFLAG=0                                                           AKR02890
      DO 160 K=1,M                                                      AKR02900
      X1=X(NDIV(K))                                                     AKR02910
      X2=X(NDIV(K+1))                                                   AKR02920
      IF(IFLAG.EQ.1) GO TO 153                                          AKR02930
      IF((X1.LT.SKEEL).AND.(X2.LT.SKEEL))GO TO 153                      AKR02940
      IF((X1.LT.SKEEL).AND.(X2.GT.SKEEL)) GO TO 151                     AKR02950
      IF((X1.LT.FKEEL).AND.(X2.GT.FKEEL))GO TO 152                      AKR02960
      LKEEL(K)=X2-X1                                                    AKR02970
      XKEEL(K)=(X1+X2)/2.                                               AKR02980
      GO TO 160                                                         AKR02990
151   LKEEL(K)=X2-SKEEL                                                 AKR03000
      XKEEL(K)=(X2+SKEEL)/2.                                            AKR03010
      GO TO 160                                                         AKR03020
152   LKEEL(K)=FKEEL-X1                                                 AKR03030
      XKEEL(K)=(FKEEL+X1)/2.                                            AKR03040
      IFLAG=1                                                           AKR03050
      GO TO 160                                                         AKR03060
153   LKEEL(K)=0.                                                       AKR03070
      XKEEL(K)=0.                                                       AKR03080
160   CONTINUE                                                          AKR03090
      DO 150 J=1,M                                                      AKR03100
      WK(J)=LKEEL(J)/LK*WKEEL                                           AKR03110
150   CONTINUE                                                          AKR03120
C                                                                       AKR03130
C    CALCULATES THE CG                                                  AKR03140
C                                                                       AKR03150
      CGX=0.                                                            AKR03160
      CGH=0.                                                            AKR03170
      DO 190 I=1,M                                                      AKR03180
      CMHEL=VHEL(I)*RHCHEL                                              AKR03190
      CMAIR=VAIR(I)*RHCAIR                                              AKR03200
      CFRAM=MFRAME(I)                                                   AKR03210
      CMKEEL=WK(I)/32.2                                                 AKR03220
      EMZE=0.                                                           AKR03230
      EMXE=0.                                                           AKR03240
      CMENGS=0.                                                         AKR03250
      DO 326 J=1,4                                                      AKR03260
      CMENGS=CMENGS+WE(J,I)/32.2                                        AKR03270
      EMXE=EMXE+WE(J,I)*XE(J,I)/32.2                                    AKR03280
326   EMZE=EMZE+WE(J,I)*ZE(J,I)/32.2                                    AKR03290
      CMTOT=CMHEL+CMAIR+CMFRAM+CMKEEL+CMENGS                            AKR03300
      CWTOT(I)=CMTOT*32.2                                               AKR03310
      WTOT=WTOT+(CMHEL+CMAIR)*32.2                                      AKR03320
      XCG(I)=(CMHEL*XBARH(I)+CMAIR*XBARA(I)+CMFRAM*XBARF(I)+CMKEEL*XKEELAKR03330
     $(I)+EMXE)/CMTOT                                                   AKR03340
      YCG(I)=0.                                                         AKR03350
      ZCG(I)=(CMHEL*ZBARH(I)+CMAIR*ZBARA(I)+CMKEEL*ZKEEL+EMZE)/CMTOT    AKR03360
```

```
      CGX=CGX+XCG(I)*CMTCT
      CGH=CGH+ZCG(I)*CMTCT
  190 CONTINUE
      CGX=(CGX+WFINS/32.2*XFINS)/WTOT*32.2
      CGH=CGH*32.2/WTCT
C
C    FRAME CCNTRIBLTICN TC MCMENTS OF INERTIA
C
      DO 130 J=1,M
      IXXF(J)=0.
      IYYF(J)=0.
      IZZF(J)=0.
      IXZ(J)=0.
      K1=NDIV(J)
      K2=NDIV(J+1)-1
      DO 140 I=K1,K2
      THETA=ATAN(ABS((Y(I+1)-Y(I))/(X(I+1)-X(I))))
      A=(Y(I+1)-Y(I))/(X(I+1)-X(I))
      B=Y(I)-A*X(I)
      IXXF(J)=IXXF(J)+(FUNC2(A,B,X(I+1),ZCG(J))-FUNC2(A,B,X(I),ZCG(J)))
     +*2.*SDEN*PI/COS(THETA)
      IYYF(J)=IYYF(J)+(FUNC1(A,B,X(I+1),XCG(J),ZCG(J))-
     +FUNC1(A,B,X(I),XCG(J),ZCG(J)))*PI*SDEN/CCS(THETA)
      IZZF(J)=IZZF(J)+(FUNC1(A,B,X(I+1),XCG(J),0.)-FUNC1(A,B,X(I),XCG(J)
     +,0.))*PI*SDEN/CCS(THETA)
      IXZ(J)=IXZ(J)+(FUNC3(A,B,X(I+1),XCG(J))-FUNC3(A,B,X(I),XCG(J)))*2.
     +*PI*SDEN*ZCG(J)/COS(THETA)
  140 CONTINUE
  130 CONTINUE
C
C    ENGINE CCNTRIBLTICNS
C
      DO 300 I=1,M
      SIXXE(I)=0.
      SIYYE(I)=0.
      SIZZE(I)=0.
      DO 300 J=1,4
      SIXXE(I)=SIXXE(I)+WE(J,I)/32.2*(YE(J,I)**2+(ZE(J,I)-ZCG(I))**2)
      SIYYE(I)=SIYYE(I)+WE(J,I)/32.2*((XE(J,I)-XCG(I))**2+
     +(ZE(J,I)-ZCG(I))**2)
      SIZZE(I)=SIZZE(I)+WE(J,I)/32.2*((XE(J,I)-XCG(I))**2+YE(J,I)**2)
      IXZ(I)=IXZ(I)+WE(J,I)/32.2*(XCG(I)-XE(J,I))*(ZE(J,I)-ZCG(I))
  300 CONTINUE
C
C    AIR AND HELIUM CONTRIBUTION
C
      DO 410 J=1,M
      K1=NDIV(J)
```

```
      K2=NDIV(J+1)-1                                                    AKR03850
      IXX(J)=IXXF(J)+SIXXE(J)+WK(J)/32.2*(ZKEEL-ZCG(J))**2              AKR03860
      IYY(J)=IYYF(J)+SIYYE(J)+WK(J)/32.2*(LKEEL(J)**2/12.+(XKEEL(J)-    AKR03870
     +XCG(J))**2+(ZKEEL-ZCG(J))**2)                                     AKR03880
      IZZ(J)=IZZF(J)+SIZZE(J)+WK(J)/32.2*(LKEEL(J)**2/12.+(XKEEL(J)-    AKR03890
     +XCG(J))**2)                                                       AKR03900
      IXZ(J)=IXZ(J)+WK(J)/32.2*(XCG(J)-XKEEL(J))*(ZKEEL-ZCG(J))        AKR03910
      DO 410  I=K1,K2                                                   AKR03920
      IXX(J)=IXX(J)+DAIR(I)*RHOAIR*(ZCG(J)-HAIR(I))**2+DHEL(I)*RHOHEL*  AKR03930
     +(ZCG(J)-HHEL(I))**2                                               AKR03940
      IYY(J)=IYY(J)+DAIR(I)*RHOAIR*((X(I)-XCG(J))**2+(HAIR(I)-ZCG(J))**2AKR03950
     +)+DHEL(I)*RHOHEL*((X(I)-XCG(J))**2+(HHEL(I)-ZCG(J))**2)           AKR03960
      IZZ(J)=IZZ(J)+DAIR(I)*RHOAIR*(X(I)-XCG(J))**2+DHEL(I)*RHOHEL*     AKR03970
     +(X(I)-XCG(J))**2                                                  AKR03980
      IXZ(J)=IXZ(J)+DAIR(I)*RHOAIR*(XCG(J)-X(I))*(HAIR(I)-ZCG(J))+      AKR03990
     +DHEL(I)*RHOHEL*(XCG(J)-X(I))*(HHEL(I)-ZCG(J))                     AKR04000
410   CONTINUE                                                          AKR04010
C                                                                       AKR04020
C     FIN CONTRIBUTION                                                  AKR04030
C                                                                       AKR04040
      CIXX=12751.                                                       AKR04050
      CIYY=34796.5                                                      AKR04060
      CIZZ=47547.2                                                      AKR04070
      CIXZ=1336.2                                                       AKR04080
      FM=WFINS/32.2/4.                                                  AKR04090
      ZF=35.268                                                         AKR04100
      XF=667.48                                                         AKR04110
      IXXFIN=2.*(CIXX+FM*(ZF**2+CGH**2))+(CIXX+FM*(ZF+CGH)**2)+         AKR04120
     +(CIXX+FM*(ZF-CGH)**2)                                             AKR04130
      IYYFIN=2.*(CIYY+FM*(CGH**2+(XF-CGX)**2))+(CIZZ+FM*((ZF+CGH        AKR04140
     +)**2+(XF-CGX)**2))+(CIZZ+FM*((ZF-CGH)**2+(XF-CGX)**2))            AKR04150
      IZZFIN=2.*(CIZZ+FM*((XF-CGX)**2+ZF**2))+2.*(CIYY+FM*(XF-CGX)**2)  AKR04160
      IXZFIN=4.*FM*CGH*(XF-CGX)+2.*CIXZ                                 AKR04170
C                                                                       AKR04180
C     SUM UP COMPONENT PARTS TO GET IXX,IYY,IZZ, AT THE AIRSHIP CG      AKR04190
C                                                                       AKR04200
      IXXTOT=0.0                                                        AKR04210
      IYYTOT=0.0                                                        AKR04220
      IZZTOT=0.0                                                        AKR04230
      IXZTOT=0.0                                                        AKR04240
      DO 411  I=1,M                                                     AKR04250
      IXXTOT=IXXTOT+IXX(I)+CWTOT(I)/32.2*(CGH-ZCG(I))**2                AKR04260
      IYYTOT=IYYTOT+IYY(I)+CWTOT(I)/32.2*((CGX-XCG(I))**2+(CGH-ZCG(I))**AKR04270
     +2)                                                                AKR04280
      IZZTOT=IZZTOT+IZZ(I)+CWTOT(I)/32.2*(CGX-XCG(I))**2                AKR04290
      IXZTOT=IXZTOT+IXZ(I)+CWTOT(I)/32.2*(CGX-XCG(I))*(ZCG(I)-CGH)      AKR04300
411   CONTINUE                                                          AKR04310
      IXXTOT=IXXTOT+IXXFIN                                              AKR04320
```

```
      IYYTOT=IYYTCT+IYYFIN
      IZZTOT=IZZTCT+IZZFIN
      IXZTCT=IXZTCT+IXZFIN
      WRITE(6,218) (XCG(I),I=1,M)
      WRITE(6,219) (ZCG(I),I=1,M)
      WRITE(6,220) (CWTOT(I),I=1,M)
      WRITE(6,221) (BUCY(I),I=1,M)
      WRITE(6,222) (IXX(I),I=1,M)
      WRITE(6,223) (IYY(I),I=1,M)
      WRITE(6,224) (IZZ(I),I=1,M)
      WRITE(6,228) (IXZ(I),I=1,M)
      WRITE(6,226) CKEEL
      WRITE(6,225) CGX,CGH,CBX,WTOT,BSUM
      WRITE(6,227) IXXTOT,IYYTOT,IZZTOT,IXZTCT
218   FORMAT(//,2X,'XCG(I)',8X,8(1X,E12.6))
219   FORMAT(//,2X,'ZCG(I)',8X,8(1X,E12.6))
220   FORMAT(//,2X,'SEGMENT WEIGHT',8(1X,E12.6))
221   FORMAT(//,2X,'BUOYANCY',6X,8(1X,E12.6))
222   FORMAT(//,2X,'IXX(I)',8X,8(1X,E12.6))
223   FORMAT(//,2X,'IYY(I)',8X,8(1X,E12.6))
224   FORMAT(//,2X,'IZZ(I)',8X,8(1X,E12.6))
225   FORMAT(//,10X,'MASS CENTER X ',E14.6,//,10X,'MASS CENTER Z ',
     $E14.6,//,10X,'BUOYANT CENTER',E14.6,//,10X,'TOTAL WEIGHT  ',
     $E14.6,//,10X,'BUOYANT FORCE ',E14.6)
226   FORMAT(//,10X,'KEEL CENTER = ',E14.6)
227   FORMAT(//,10X,'IXX TOTAL =    ',E14.6,//,10X,'IYY TOTAL =    ',
     $E14.6,//,10X,'IZZ TOTAL =    ',E14.6,//,10X,'IXZ TOTAL =    ',
     $E14.6,/////)
228   FORMAT(//,2X,'IXZ(I)',8X,8(1X,E12.5))
      TIYY=0.
      DO 999 J=1,M
      TIYY=TIYY+MFRAME(J)*((CGX-XCG(J))**2+(CGH-ZCG(J))**2)+IYYF(J)
999   CONTINUE
      STOP
      END
      FUNCTION FUNC1(A,B,X,EL,H)
      FUNC1=X**4/4.*(A**3+2*A)+X**3/3.*(3.*B*A*A+2.*B-4.*EL*A)+
     $X**2/2.*(3.*B*B*A+2.*EL**2*A-4.*EL*B+2.*H*H*A)+X*(B**3+2.*EL*EL*B+
     $2.*H*H*B)
      RETURN
      END
      FUNCTION FUNC2(A,B,X,H)
      FUNC2=A**3/4.*X**4+B*A*A*X**3+(3./2.*B*B*A+H*H*A)*X*X+
     $(B**3+2.*H*H*B)*X
      RETURN
      END
      FUNCTION FUNC3(A,B,X,EL)
      FUNC3=A**3/3.*X**3+(B-EL*A)*X**2-B*EL*X
```

```
      RETURN                                                            AKR04810
      END                                                               AKR04820
      FUNCTION F(D)                                                     AKR04830
      REAL*8 F,D                                                        AKR04840
      DIMENSION X(100),Y(100)                                           AKR04850
      COMMON/AIR/X,Y,VOLAIR,N                                           AKR04860
      SUM8=0.                                                           AKR04870
      L=N-1                                                             AKR04880
      DO 60 I=1,L                                                       AKR04890
      DELTAX=X(I+1)-X(I)                                                AKR04900
      IF(Y(I).LT.D)GO TO 60                                             AKR04910
      IF(Y(I+1).LT.D)GO TO 60                                           AKR04920
      THETA1=DARCOS(D/Y(I))                                             AKR04930
      THETA2=DARCOS(D/Y(I+1))                                           AKR04940
      AREA1=Y(I)*(THETA1*Y(I)-D*SIN(THETA1))                            AKR04950
      AREA2=Y(I+1)*(THETA2*Y(I+1)-D*SIN(THETA2))                        AKR04960
      SUM8=SUM8+(AREA1+AREA2)/2.*DELTAX                                 AKR04970
   60 CONTINUE                                                          AKR04980
      F=DBLE(SUM8-VOLAIR)                                               AKR04990
      RETURN                                                            AKR05000
      END                                                               AKR05010
```

TABLE I

PARAMETERS FOR TURBULENCE

Altitude (ft)	Mission Segment*	Turbulence Component**	P_1 (unitless)	b_1 (ft/sec)	P_2 (unitless)	b_2 (ft/sec)	$\tilde{L}$ (ft)
0 - 1,000	Low Level Contour (rough terrain)	V	1.00	2.7	10^{-5}	10.65	500
0 - 1,000	Low Level Contour (rough terrain)	L, L	1.00	3.1	10^{-5}	14.06	500
0 - 1,000	C, C, D	V, L, L	1.00	2.51	0.005	5.04	500
1,000 - 2,500	C, C, D	V, L, L	0.42	3.02	0.0033	5.94	1750
2,500 - 5,000	C, C, D	V, L, L	0.30	3.42	0.0020	8.17	2500
5,000 - 10,000	C, C, D	V, L, L	0.15	3.59	0.00095	9.22	2500
10,000 - 20,000	C, C, D	V, L, L	0.062	3.27	0.00028	10.52	2500
20,000 - 30,000	C, C, D	V, L, L	0.025	3.15	0.00011	11.88	2500
30,000 - 40,000	C, C, D	V, L, L	0.011	2.93	0.000095	5.84	2500
40,000 - 50,000	C, C, D	V, L, L	0.0046	3.28	0.000115	8.81	2500
50,000 - 60,000	C, C, D	V, L, L	0.0020	3.82	0.000078	7.04	2500
60,000 - 70,000	C, C, D	V, L, L	0.00088	2.93	0.000057	4.33	2500
70,000 - 80,000	C, C, D	V, L, L	0.00038	2.80	0.000044	1.80	2500
above 80,000	C, C, D	V, L, L	0.00025	2.50	0	0	2500

*Climb, cruise, and descent (C, C, D)

**Vertical , lateral, and longitudinal (V, L, L)

TABLE II

LOAD RESPONSE TRANSFER FUNCTIONS

$$\frac{(dY_g)_h}{\Gamma} = \rho U_o^2 K \frac{dA}{d\xi} \exp(-i\Omega\xi \cos\alpha_o) d\xi$$

$$\frac{(Y_g)_s}{\Gamma} = -\rho \frac{U_o^2}{2} S_s [(C_{Y_\beta})_s H(k_s) \eta_s] \exp(-i\Omega l_s \cos\alpha_o)$$

$$\frac{(Y_g)_{T_k}}{\Gamma} = -\rho \frac{U_o^2}{2} S_{T_k} (C_{Y_\beta})_{T_k} \exp(-i\Omega l_{T_k} \cos\alpha_o)$$

$$\frac{(N_g)_{T_k}}{\Gamma} = \frac{(Y_g)_{T_k}}{\Gamma} (l_{cm} - l_{T_k})$$

$$\frac{(L_g)_{T_k}}{\Gamma} = \frac{(Y_g)_{T_k}}{\Gamma} (h_{cm} - h_{T_k})$$

$$\frac{(dY_w)_h}{\Gamma} = \{\rho U_o^2 K \frac{dA}{d\xi} \left[\frac{\hat{V}}{\Gamma} - \frac{2}{\bar{c}} (l_{cm} - \xi) \frac{\hat{R}}{\Gamma} \right]$$

$$+ \rho U_o^2 A \{ i\Omega \left[\frac{\hat{V}}{\Gamma} - \frac{2}{\bar{c}} \frac{\hat{R}}{\Gamma} (l_{cm} - \xi) \right] k_2 + \frac{2}{\bar{c}} \frac{\hat{R}}{\Gamma} k_1 \} \} d\xi$$

$$\frac{(Y_w)_s}{\Gamma} = -\rho \frac{U_o^2}{2} S_s \{ (C_{Y_\beta})_s \left[\frac{\hat{V}}{\Gamma} - \frac{\hat{R}}{\Gamma} (l_{cm} - l_s) \right] + \left(C_{Y_r} \right)_s^{ac} \frac{\hat{R}}{\Gamma}$$

$$+ \frac{ik}{2} \left[\frac{\hat{V}}{\Gamma} - \frac{2}{\bar{c}} \frac{\hat{R}}{\Gamma} (l_{cm} - l_s) \right] \}$$

$$\frac{(N_w)_s}{\Gamma} = \rho \frac{U_o^2}{2} S_s \bar{c}_s \left(C_{n_r} \right)_s^{ac} \frac{\hat{R}}{\Gamma}$$

$$\frac{(L_w)_s}{\Gamma} = \frac{(Y_w)_s}{\Gamma} (h_{cm})_s$$

$$\frac{(Y_w)_{T_k}}{\Gamma} = -\rho \frac{U_o^2}{2} S_{T_k} (C_{Y_\beta})_{T_k} \left[\frac{\hat{V}}{\Gamma} - \frac{2}{\bar{c}} \frac{\hat{R}}{\Gamma} (l_{cm} - l_{T_k}) - \frac{2}{\bar{c}} \frac{\hat{P}}{\Gamma} (h_{cm} - h_{T_k}) \right]$$

$$\frac{(L_w)_{T_k}}{\Gamma} = \frac{(Y_w)_{T_k}}{\Gamma} (h_{cm} - h_{T_k})$$

$$\frac{(N_w)_{T_k}}{\Gamma} = \frac{(Y_w)_{T_k}}{\Gamma} (l_{cm} - l_{T_k})$$

$$\frac{(dY_m)_h}{\Gamma} = -\left[U_o^2 i\Omega \frac{\hat{V}}{\Gamma} + \frac{2}{\bar{c}} U_o^2 i\Omega \frac{\hat{R}}{\Gamma} (l_{cm} - \xi) + \frac{2U_o^2}{\bar{c}} \frac{\hat{R}}{\Gamma} \right] (dm)_h$$

$$\frac{(dL_m)_h}{\Gamma} = i\Omega \frac{2}{\bar{c}} U_o^2 (-dI_{xx} \frac{\hat{P}}{\Gamma} + dI_{xz} \frac{\hat{R}}{\Gamma})$$

$$\frac{(dN_m)_h}{\Gamma} = i\Omega \frac{2}{\bar{c}} U_o^2 (-dI_{zz} \frac{\hat{R}}{\Gamma} + dI_{xz} \frac{\hat{P}}{\Gamma})$$

$$\frac{(Y_m)_s}{\Gamma} = -\left[U_o^2 i\Omega \frac{\hat{V}}{\Gamma} + \frac{2}{\bar{c}} U_o^2 i\Omega \frac{\hat{R}}{\Gamma} (l_{cm} - l_s) + \frac{2U_o^2}{\bar{c}} \frac{\hat{R}}{\Gamma} \right] m_s$$

$$\frac{(L_m)_s}{\Gamma} = i\Omega \frac{2}{\bar{c}} U_o^2 \left[-(dI_{xx})_s \frac{\hat{P}}{\Gamma} + (dI_{xz})_s \frac{\hat{R}}{\Gamma} \right]$$

$$\frac{(N_m)_s}{\Gamma} = i\Omega \frac{2}{\bar{c}} U_o^2 \left[-(dI_{zz})_s \frac{\hat{R}}{\Gamma} + (dI_{xz})_s \frac{\hat{R}}{\Gamma} \right]$$

$$\frac{(dY_b)_h}{\Gamma} = (\rho g A d\xi - g dm) \cos\alpha_o \frac{\hat{\phi}}{\Gamma}$$

$$\frac{(Y_c)_s}{\Gamma} = -\rho \frac{U_o^2}{2} S_s K_c \frac{\hat{\psi}}{\Gamma}$$

$$\frac{(dL_{mg})_h}{\Gamma} = h_{cm}\, g\, d\, m \cos\alpha \frac{\hat{\phi}}{\Gamma}$$

TABLE III

GEOMETRICAL AND INERTIAL PROPERTIES

OF THE USS AKRON (ZR-4)

total volume = 7,382,400 ft^3

$\bar{c}$ = 785.0 ft

s = 37,914 ft^2

l_{cm} = 364.24 ft

h_{cm} = -37.66 ft

l_b = 363.01 ft

mass = 17,039 slugs

buoyancy = 548,642 lb

I_{xx} = 38,685,100 slug-ft^2

I_{zz} = 471,799,000 slug-ft^2

I_{xz} = 102,129,000 slug-ft^2

TABLE IV

STABILITY DERIVATIVES OF THE USS AKRON (ZR-4)

neutral buoyancy, U_o = 123 ft/sec, ALT = 1000 ft

$C_{y_\beta} = -0.7224$	$C_{y_{\dot\beta}} = -0.9863$
$C_{y_r} = -0.3418$	$C_{y_{\dot r}} = 0.0586$
$C_{y_p} = -0.0648$	$C_{y_{\dot p}} = -0.0913$
$C_{n_\beta} = -0.1710$	$C_{n_{\dot\beta}} = 0.0293$
$C_{n_r} = -0.2352$	$C_{n_{\dot r}} = -0.0991$
$C_{n_p} = -0.0150$	$C_{n_{\dot p}} = 0.0028$
$C_{l_\beta} = -0.0322$	$C_{l_{\dot\beta}} = -0.0456$
$C_{l_r} = -0.0153$	$C_{l_{\dot r}} = 0.0028$
$C_{l_p} = -0.0066$	$C_{l_{\dot p}} = -0.0042$

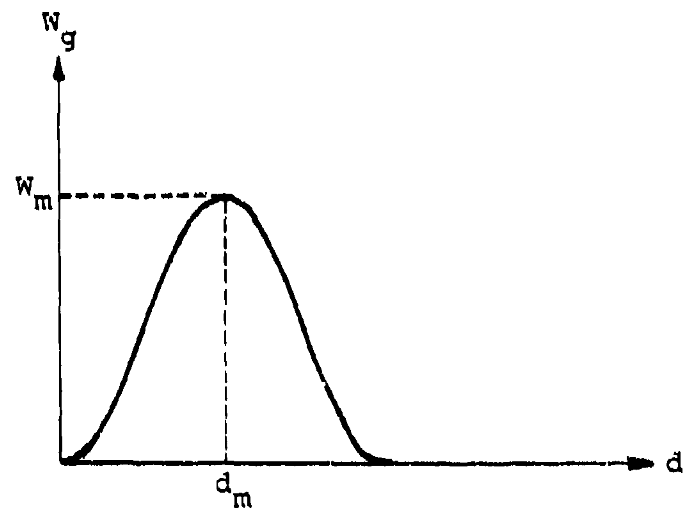

Figure 1. The (1-Cosine) Gust Shape

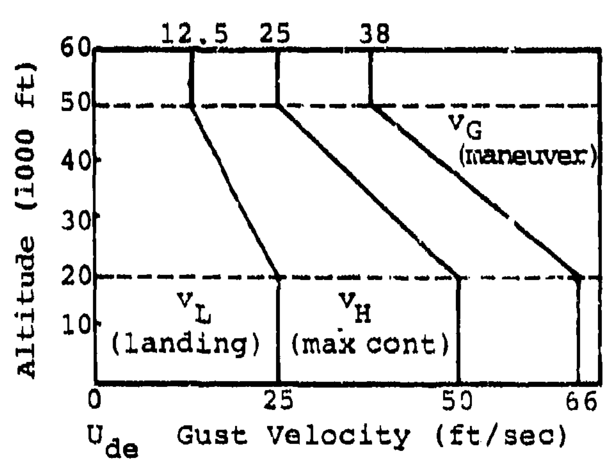

Figure 2. Derived Gust Velocity for Gust Loads Formula

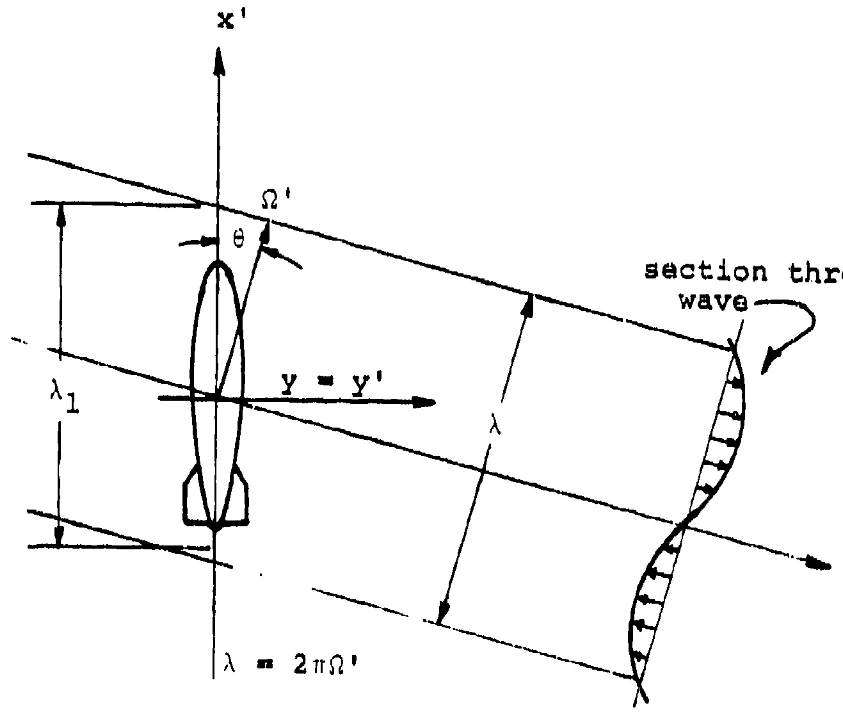

Figure 3. Elementary Spectral Components in Two Dimensions

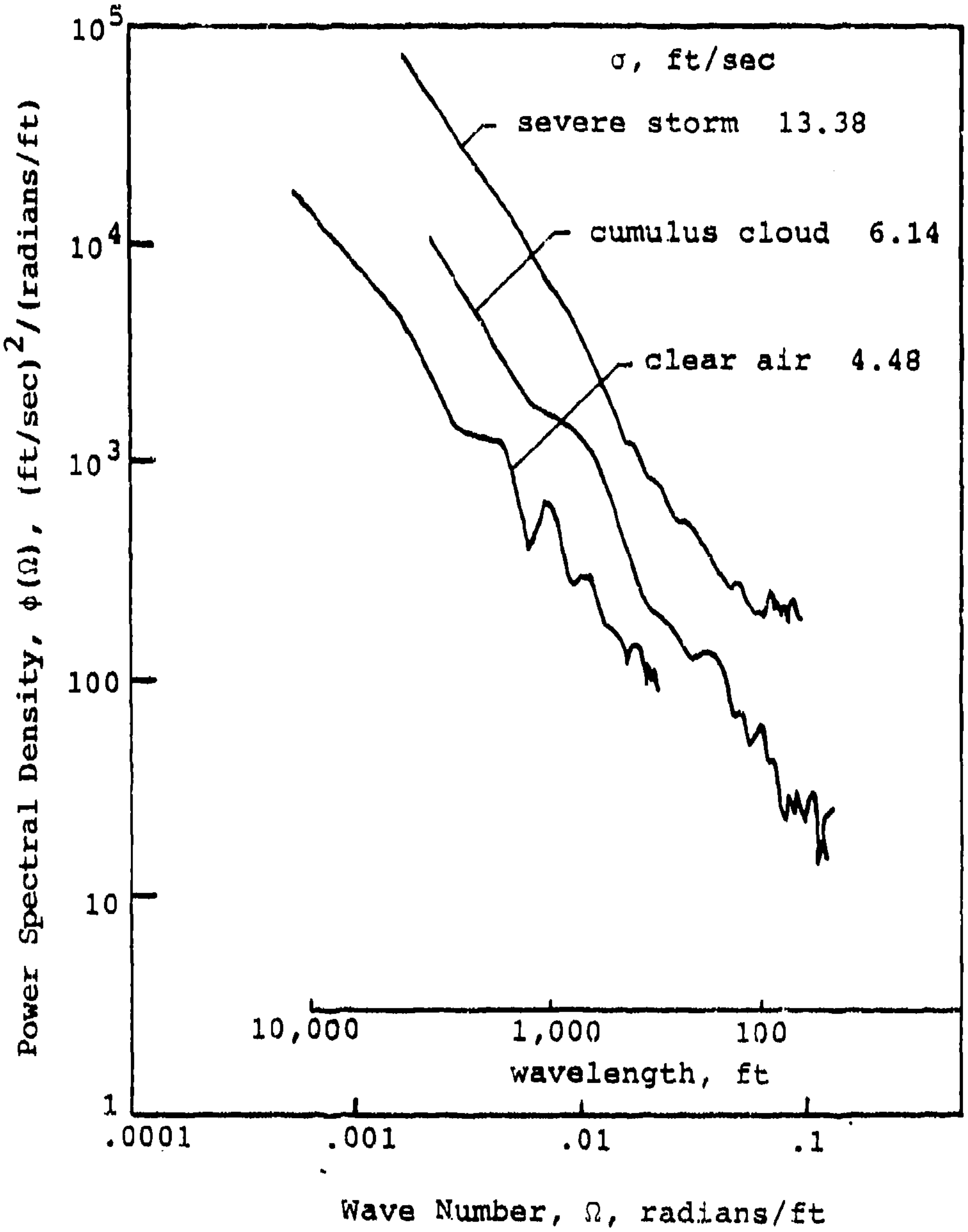

Figure 4. Typical Power Spectra of Vertical Gust Velocity

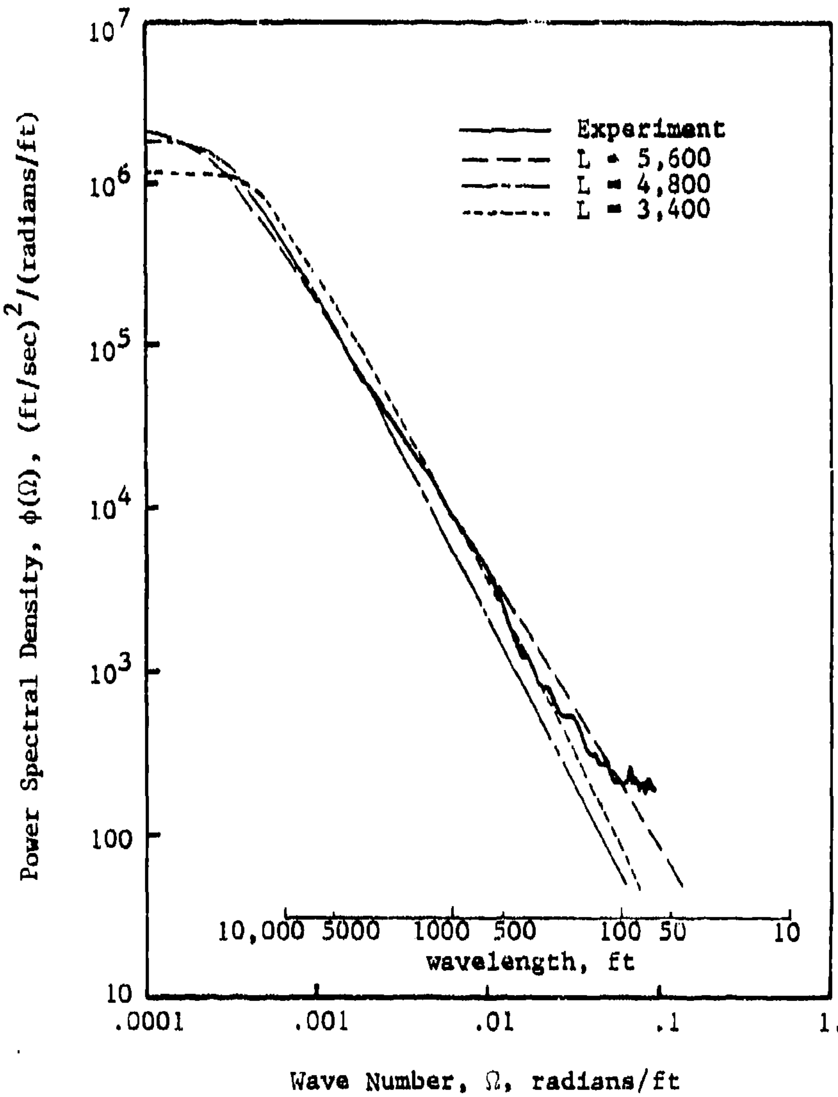

Figure 5. Measured and Fitted von Kàrmàn Spectra of Vertical Gust Velocity from Severe Storm

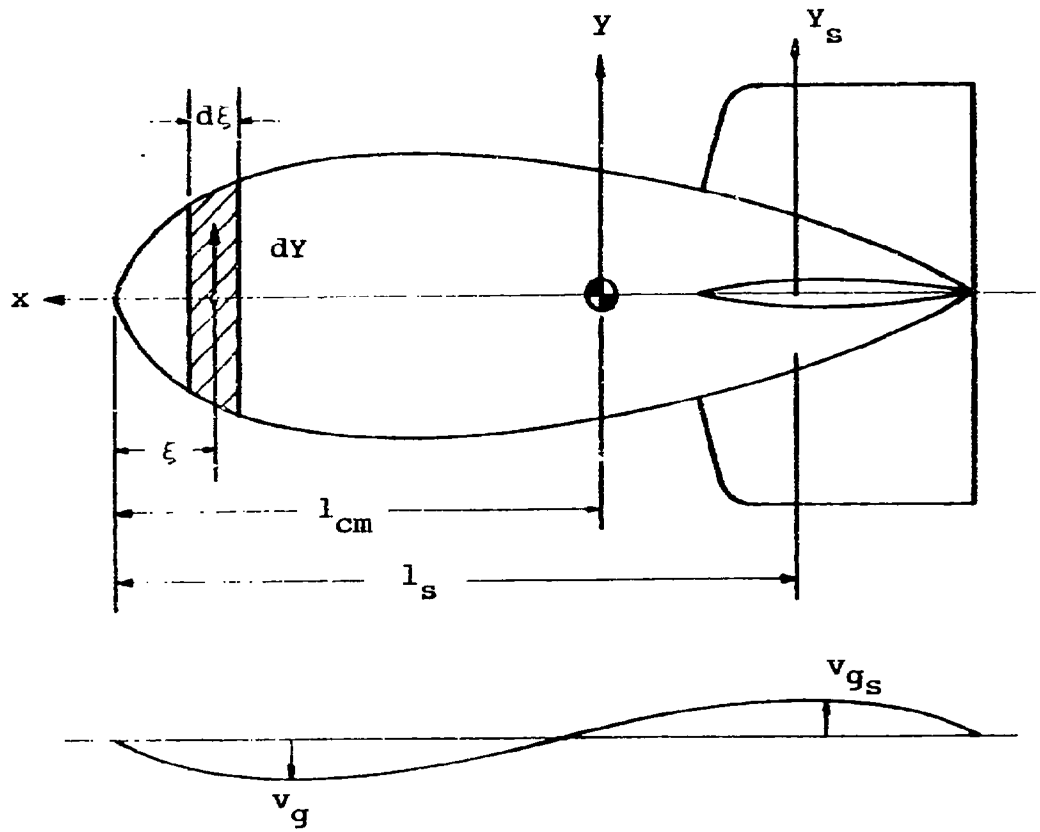

Figure 6. Schematic of Airship Loads from Turbulence

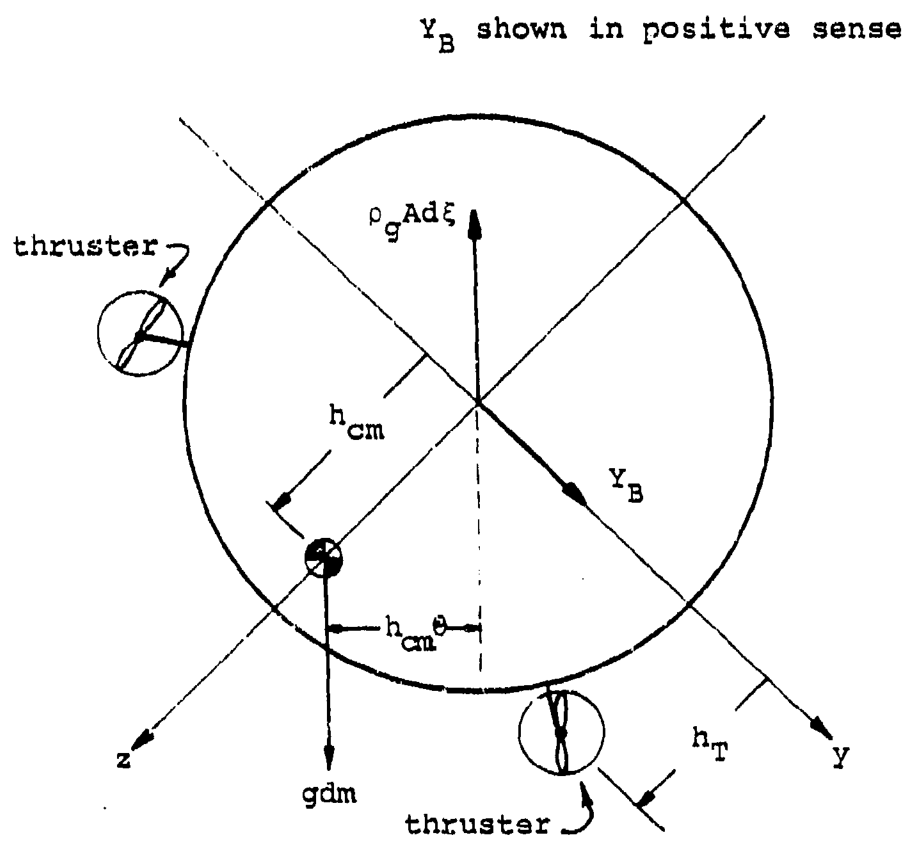

Figure 7. Schematic of Buoyancy Forces and Moments

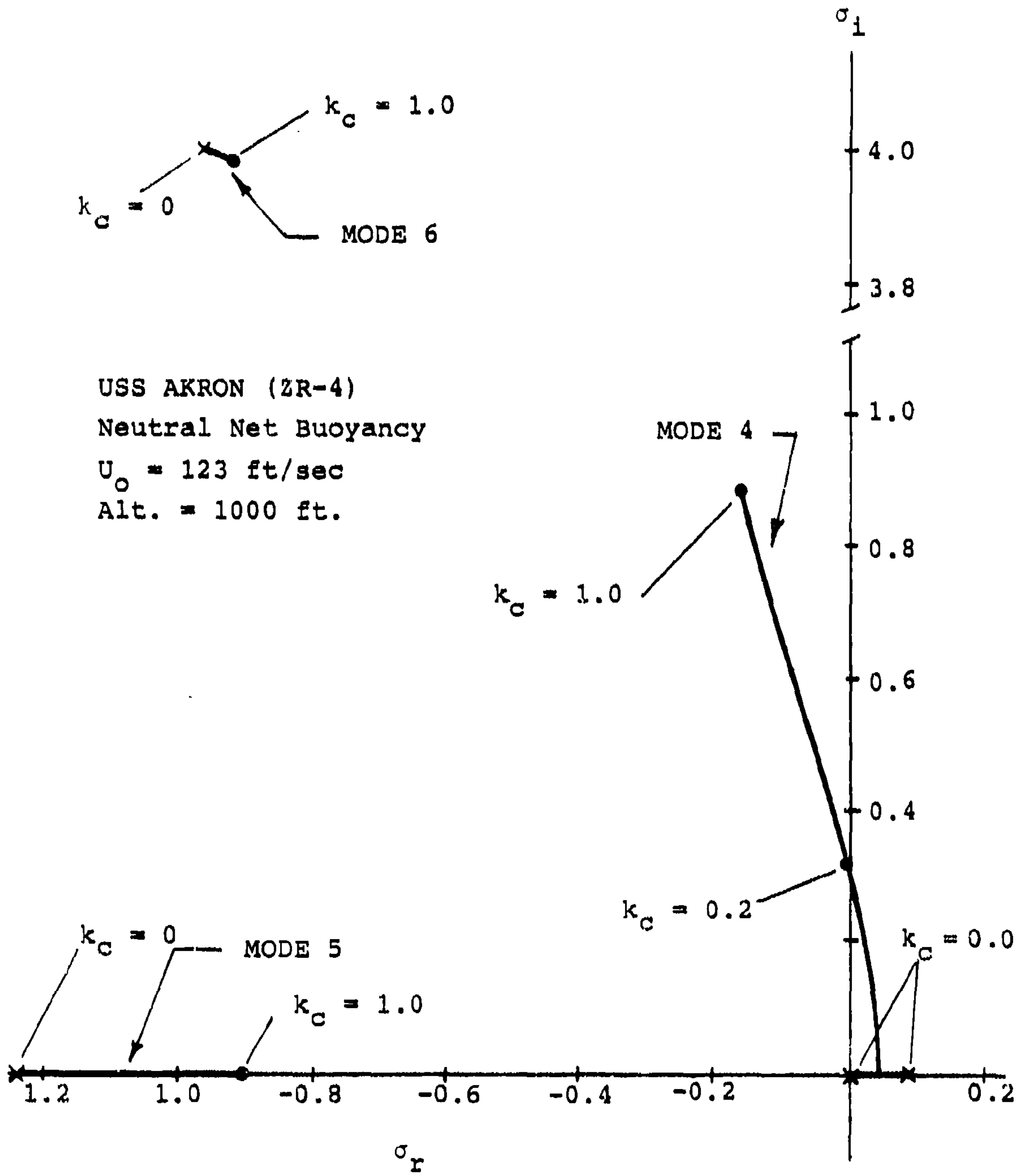

Figure 8. Lateral Root-Locus of the USS AKRON (ZR-4)

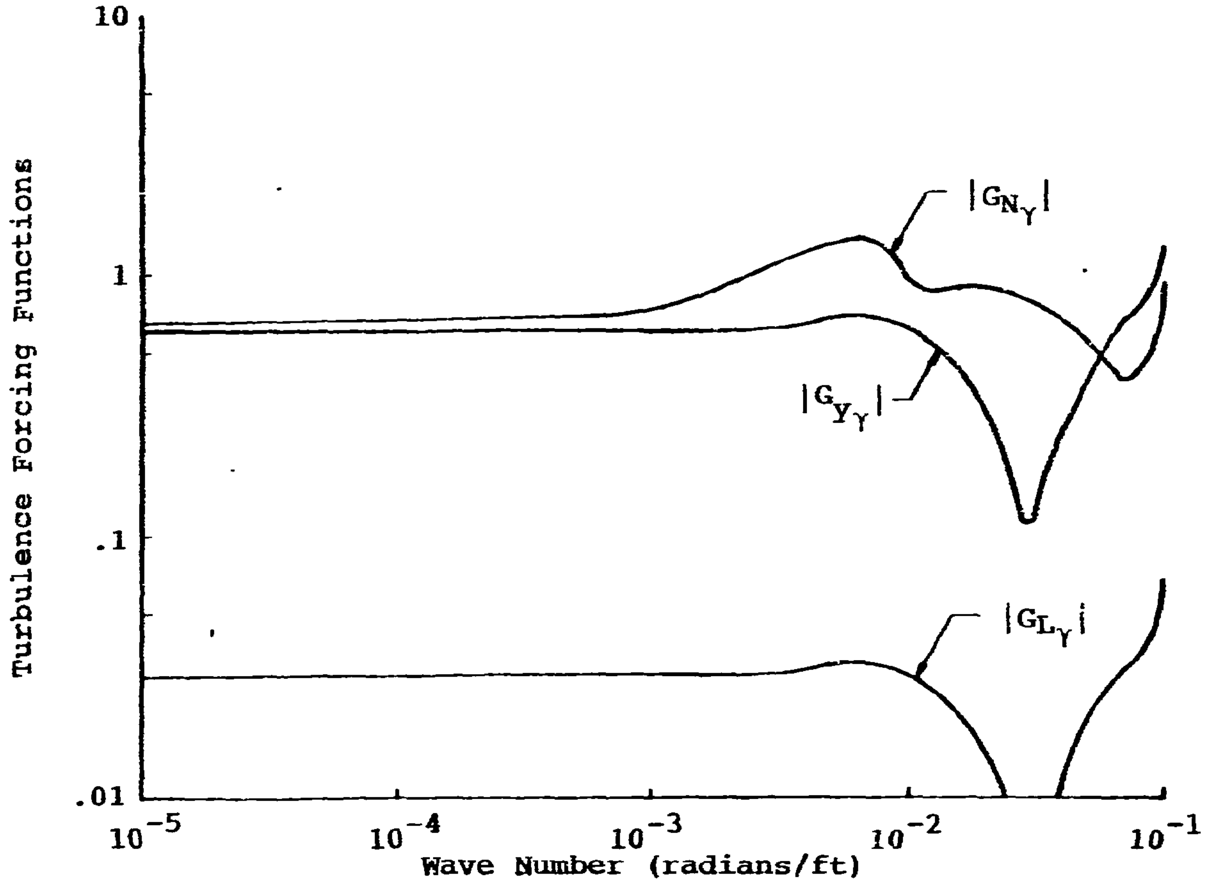

Figure 9. Turbulence Forcing Functions

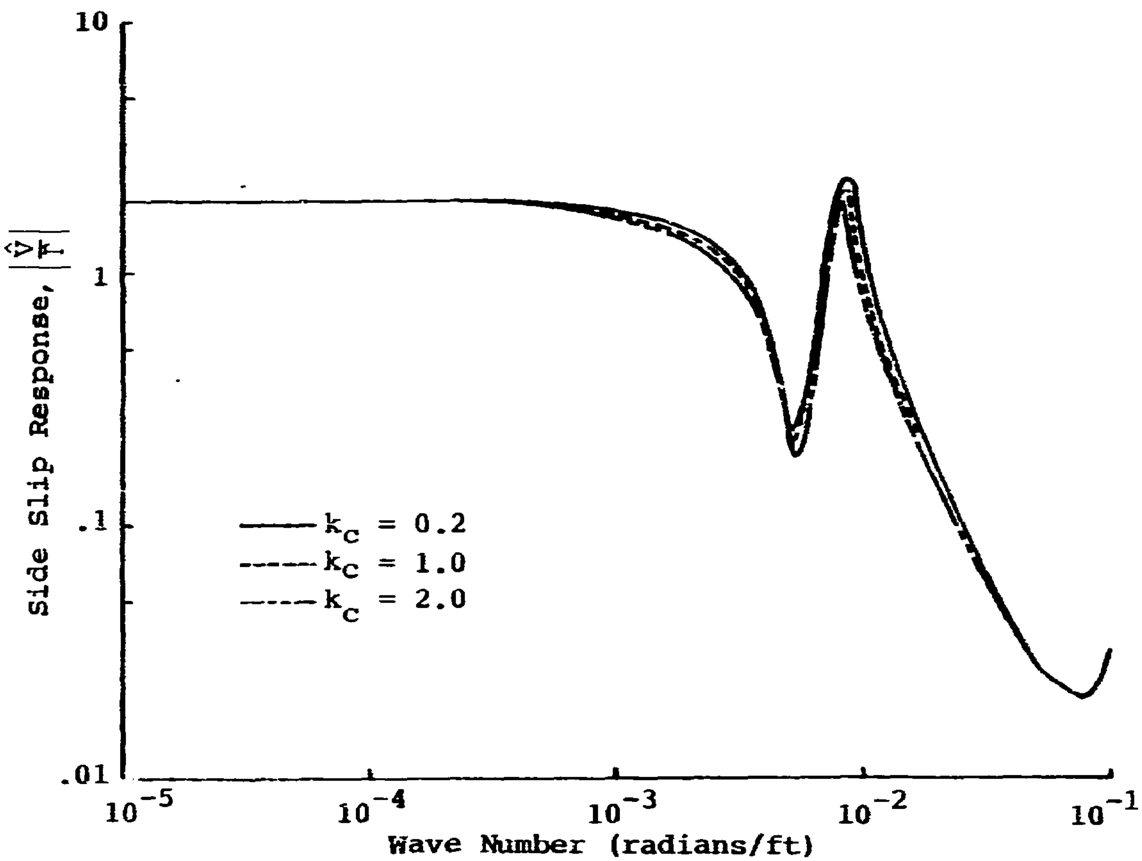

Figure 10. Side Slip Response

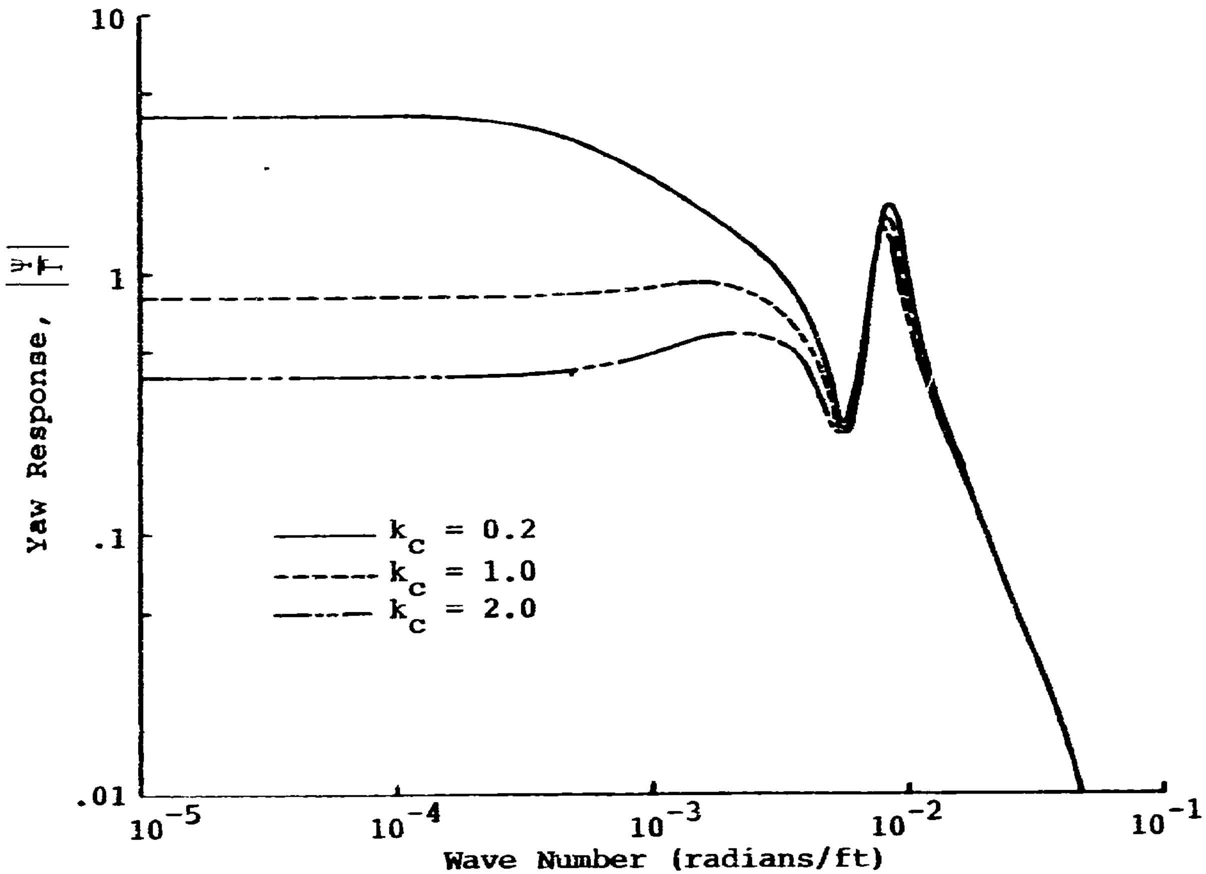

Figure 11. Yaw Response

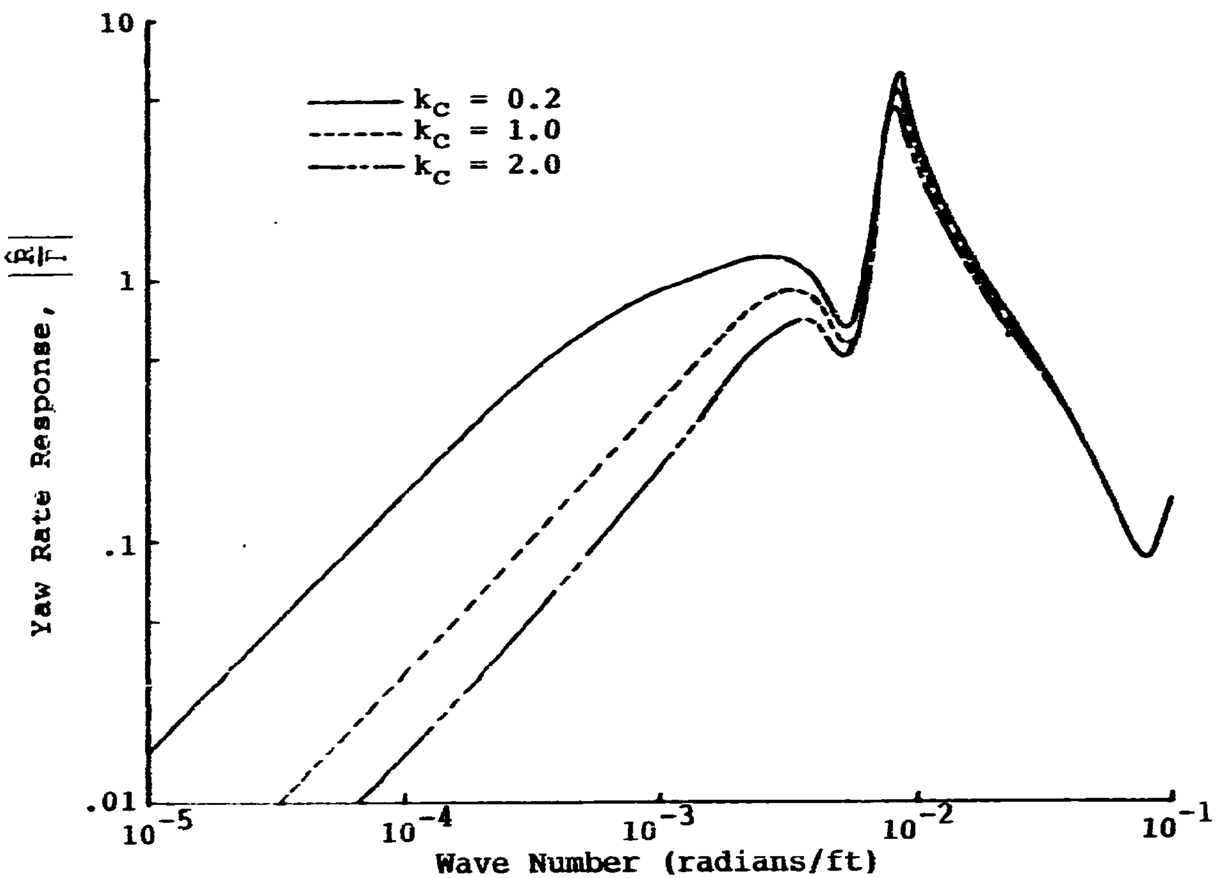

Figure 12. Yaw Rate Response

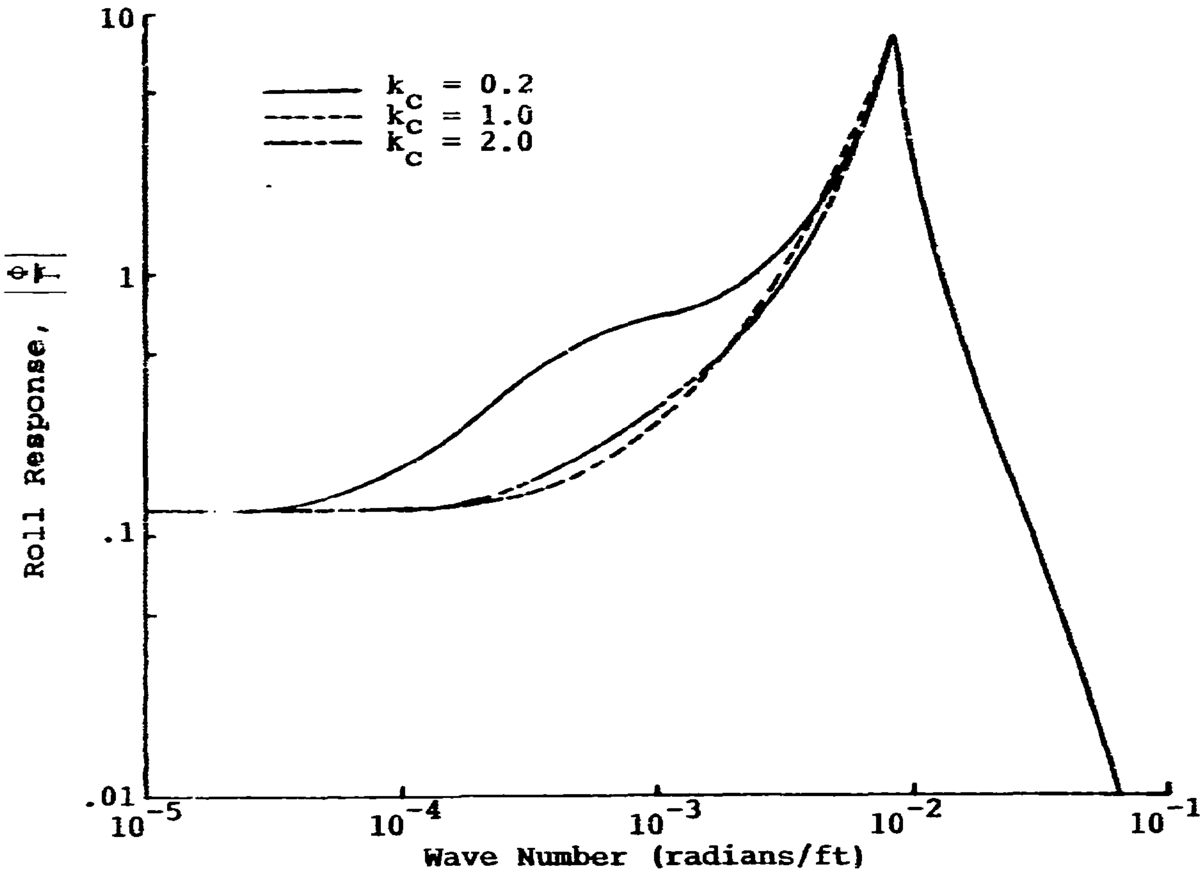

Figure 13. Roll Response

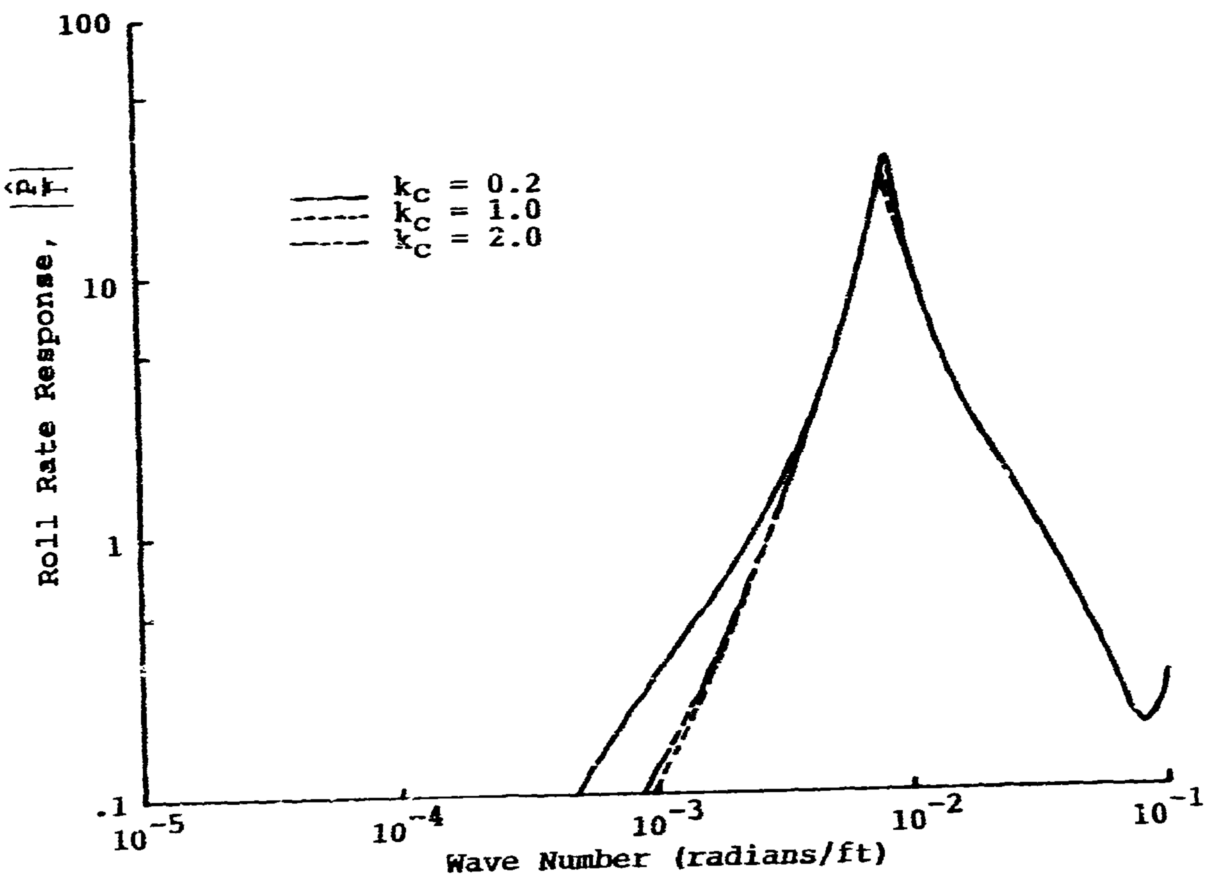

Figure 14. Roll Rate Response

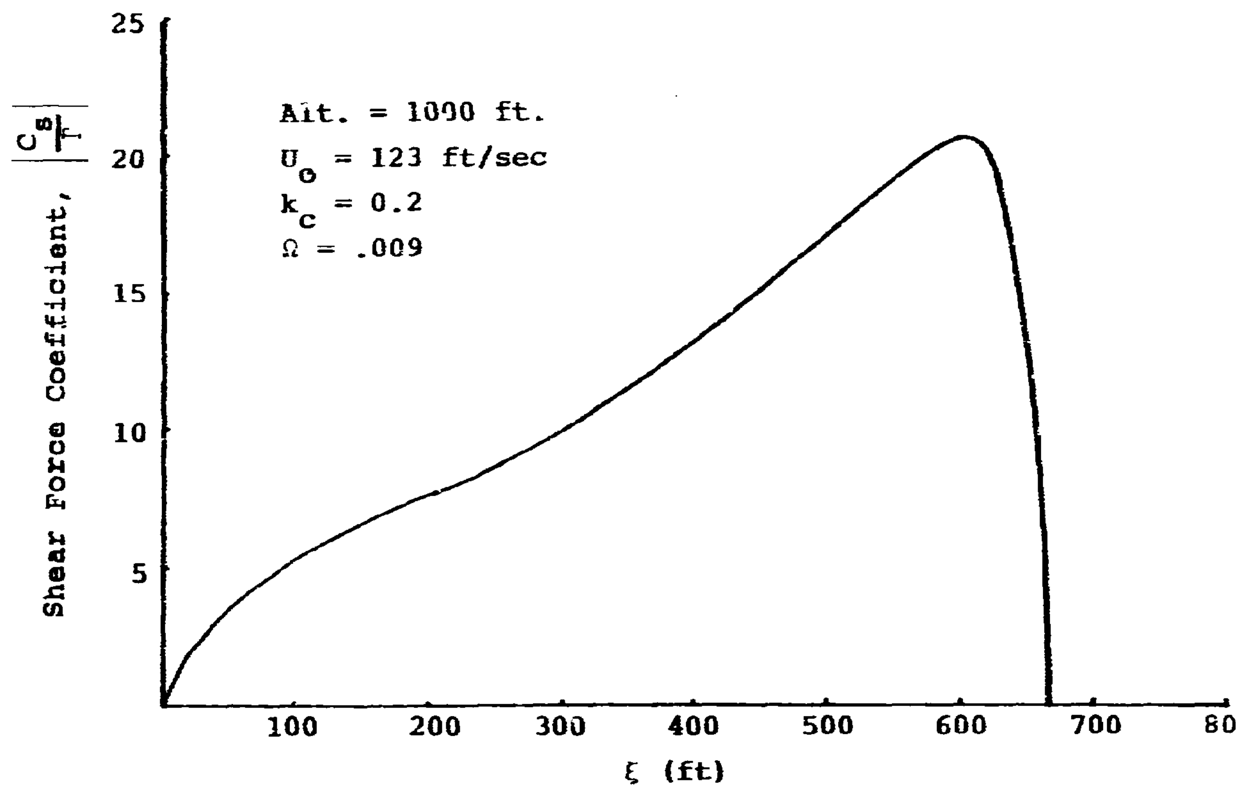

Figure 15. Shear Force Coefficient

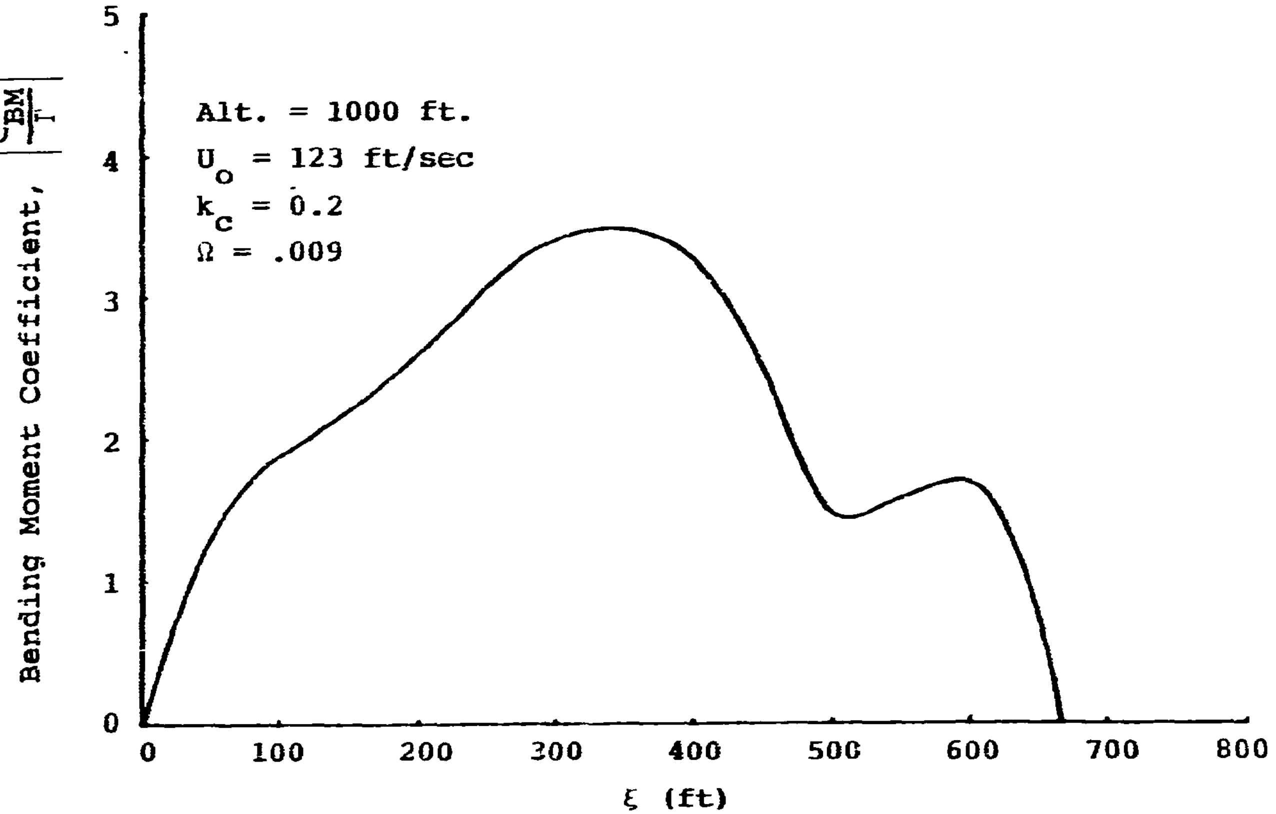

Figure 16. Bending Moment Coefficient

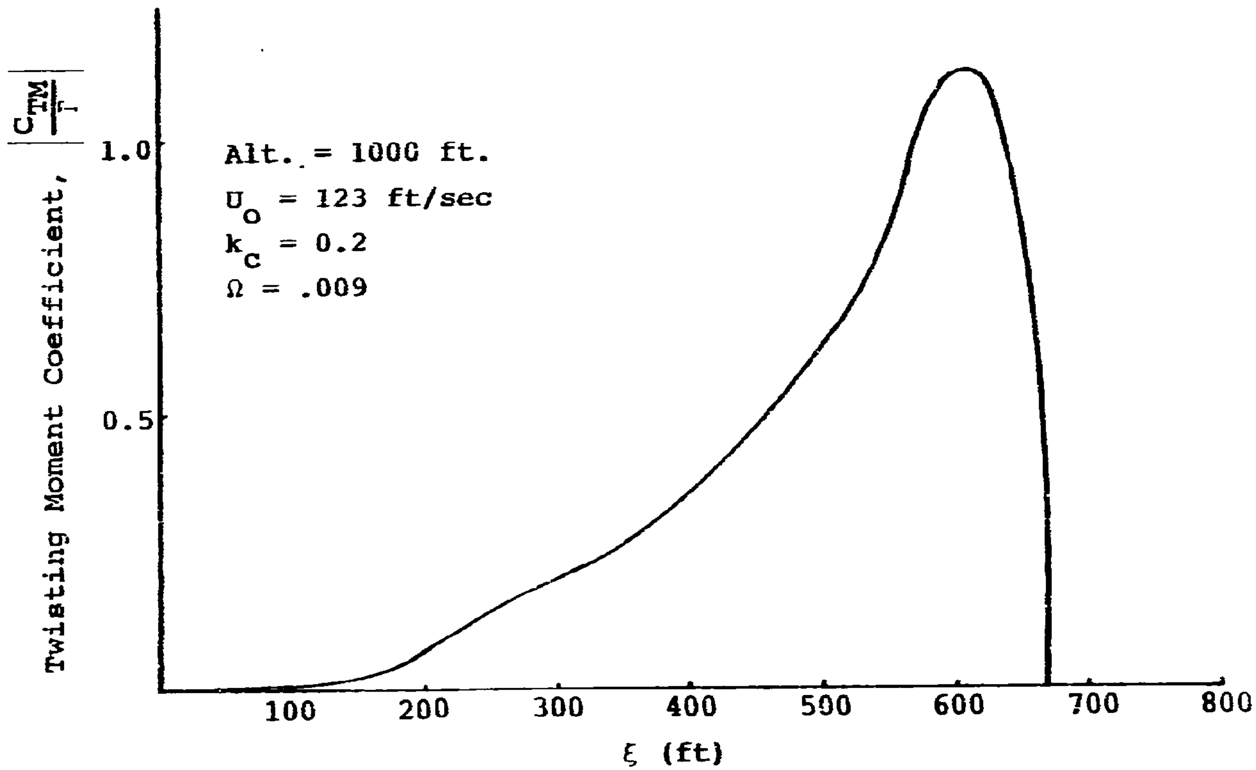

Figure 17. Twisting Moment Coefficient

LIST OF REFERENCES

1. Burgess, C. P., Airship Design, pp. 99-100, Ronald Press, 1927.

2. Houbolt, J. C., Steiner, R., and Pratt, K. G., Dynamic Response of Airplanes to Atmospheric Turbulence Including Flight Data on Input and Response, NASA TR-R-199, 1964.

3. Press, H., and Meadows, M. T., A Reevaluation of Gust-Load Statistics for Applications in Spectral Calculations, NACA TN 3540, 1955.

4. Calligeros, J. M., and McDavitt, P. W., Response and Loads on Airships due to Discrete and Random Gusts, MIT Aeroelastic and Structures Research Lab. Tech. Rept. 72-1, Cambridge, Massachusetts, February 1958.

5. DeLaurier, J. D., and Hui, K. C. K., Airship Survivability in Atmospheric Turbulence, American Institute of Aeronautics and Astronautics Paper No. 81-1323, July 1981.

6. Jones, S. P., and DeLaurier, J. D., Aerodynamic Estimation Techniques for Aerostats and Airships, AIAA Paper No. 81-1339, July 1981.

7. Etkin, B., The Turbulent Wind and Its Effect on Flight, UTIAS Review No. 44, University of Toronto Institute for Aerospace Studies, August 1980.

8. Batchelor, G. K., Theory of Homogeneous Turbulence, Cambridge University Press, Cambridge, Massachusetts, 1953.

9. Dobrolenskiy, Yu. P., Flight Dynamics in Moving Air, NASA TT F-600, July 1971.

10. Etkin, B., Dynamics of Atmospheric Flight, Wiley, 1972.

11. Ferzinger, J. H., Large-Eddy Simulation, Lecture presented at the AIAA Professional Study Seminar on Turbulence Modeling, Palo Alto, California, 20-21 June 1981.

12. Ribner, H. S., Spectral Theory of Buffeting and Gust Response; Unification and Extension, Journal of Aero. Sci., Vol. 23, No. 12, 1956.

13. Air Force Flight Dynamics Laboratory, An Exposition on Aircraft Response to Atmospheric Turbulence Using Power Spectral Density Analysis Techniques, Technical Report AFFDL-TR-76-162, May 1977.

14. Houbolt, J. C., "Atmospheric Turbulence," AIAA Journal, Vol. 11, No. 4, April 1973.

15. National Aeronautics and Space Administration, Terrestrial Environment (Climatic) Criteria Guidelines for Use in Aerospace Vehicle Development, 1977 Revision, edited by Kaufman, J. W., NASA TM 78118, November 1977.

16. Filotas, L. T., "Approximate Transfer Functions for Large Aspect Ratio Wings in Turbulent Flow," AIAA J. of Aircraft, Vol. 8, No. 6, June 1971.

17. Ribner, H. S., Propellers in Yaw, NACA Report No. 820, 1945.

18. DeLaurier, J. D. and Schenck, D. M., Airship Dynamic Stability, AIAA Paper No. 79-1591, July 1977.

19. Freeman, Hugh B., Force Measurements on a 1/40-Scale Model of the U.S. Airship 'Akron', NACA Report No. 432, 1932.

20. Woodward, Donald E., Private Communication, Association of Balloon and Airship Constructors, 1981.

21. Scholaert, H. and DeLaurier, J. D., Private Communication, University of Toronto Institute for Aerospace Studies, 1981.

22. Munk, Max M., The Aerodynamic Forces on Airship Hulls, NACA Report No. 184, 1924.

INITIAL DISTRIBUTION LIST

		No. Copies
1.	Defense Technical Information Center Cameron Station Alexandria, Virginia 22314	2
2.	Library, Code 0142 Naval Postgraduate School Monterey, California 93940	2
3.	Department Chairman, Code 67 Department of Aeronautics Naval Postgraduate School Monterey, California 93940	1
4.	Professor Donald M. Layton, Code 67Ln Department of Aeronautics Naval Postgraduate School Monterey, California 93940	10
5.	LT John J. Wrobleski, Jr. USS DWIGHT D. EISENHOWER (CVN-69) FPO New York 09532	5